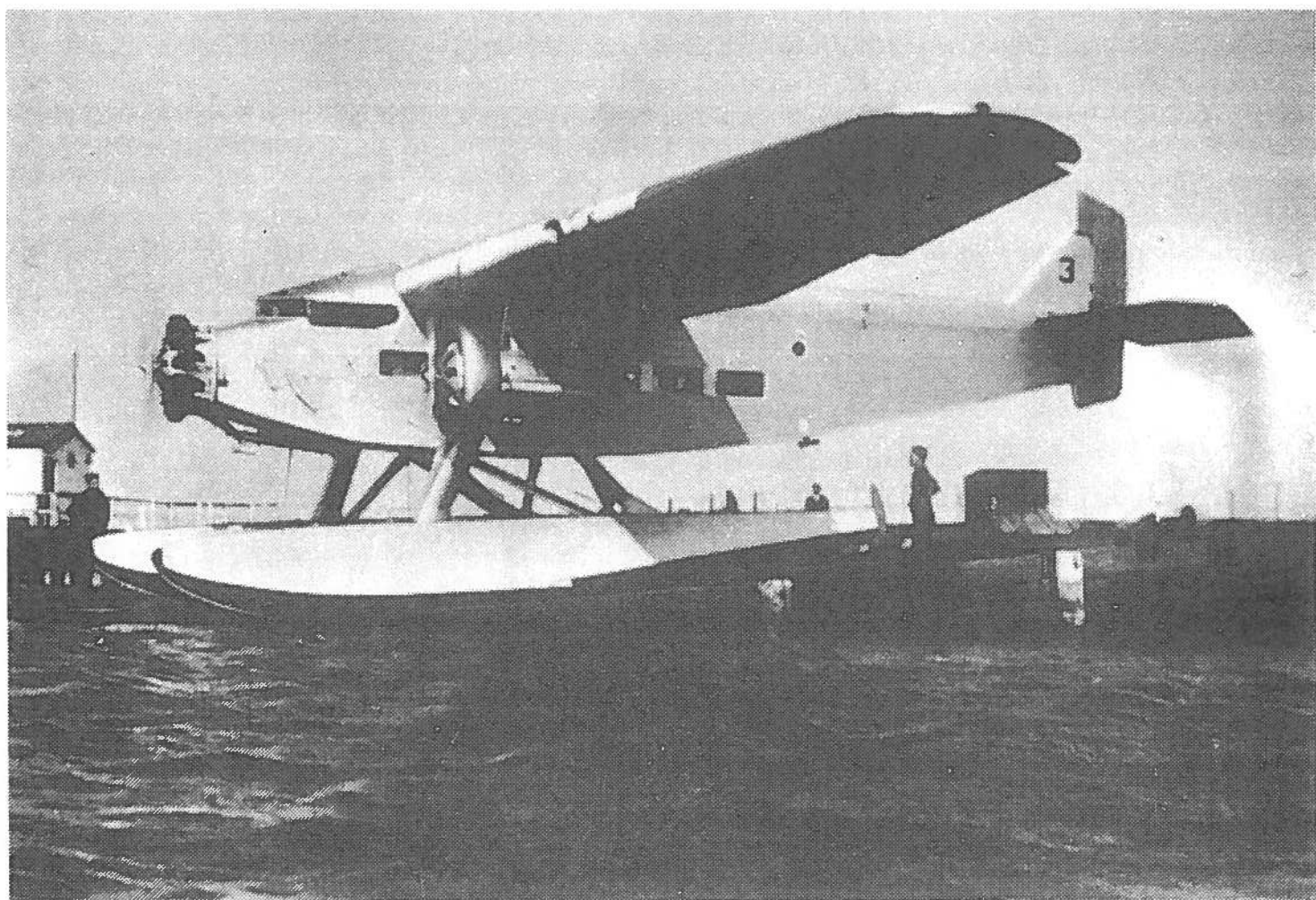


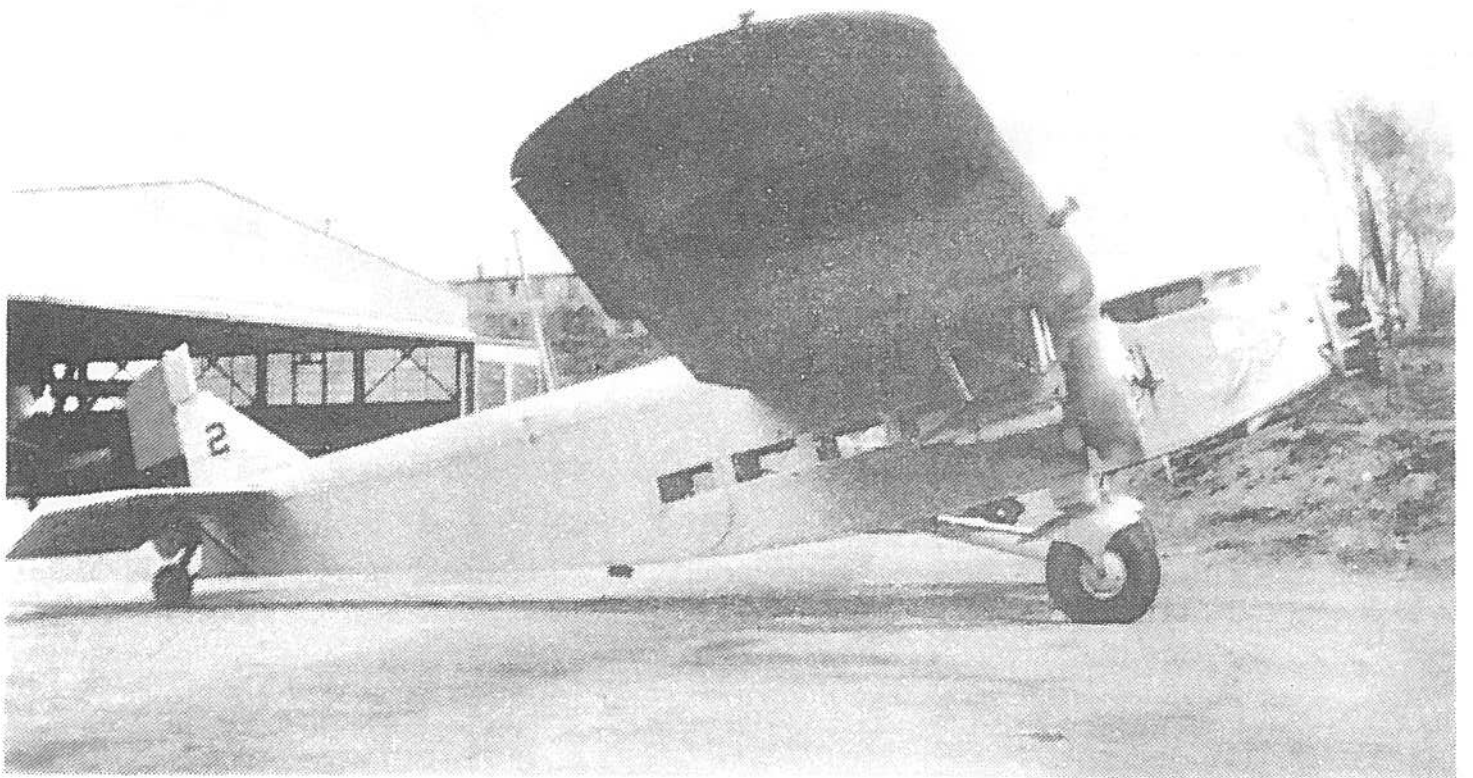
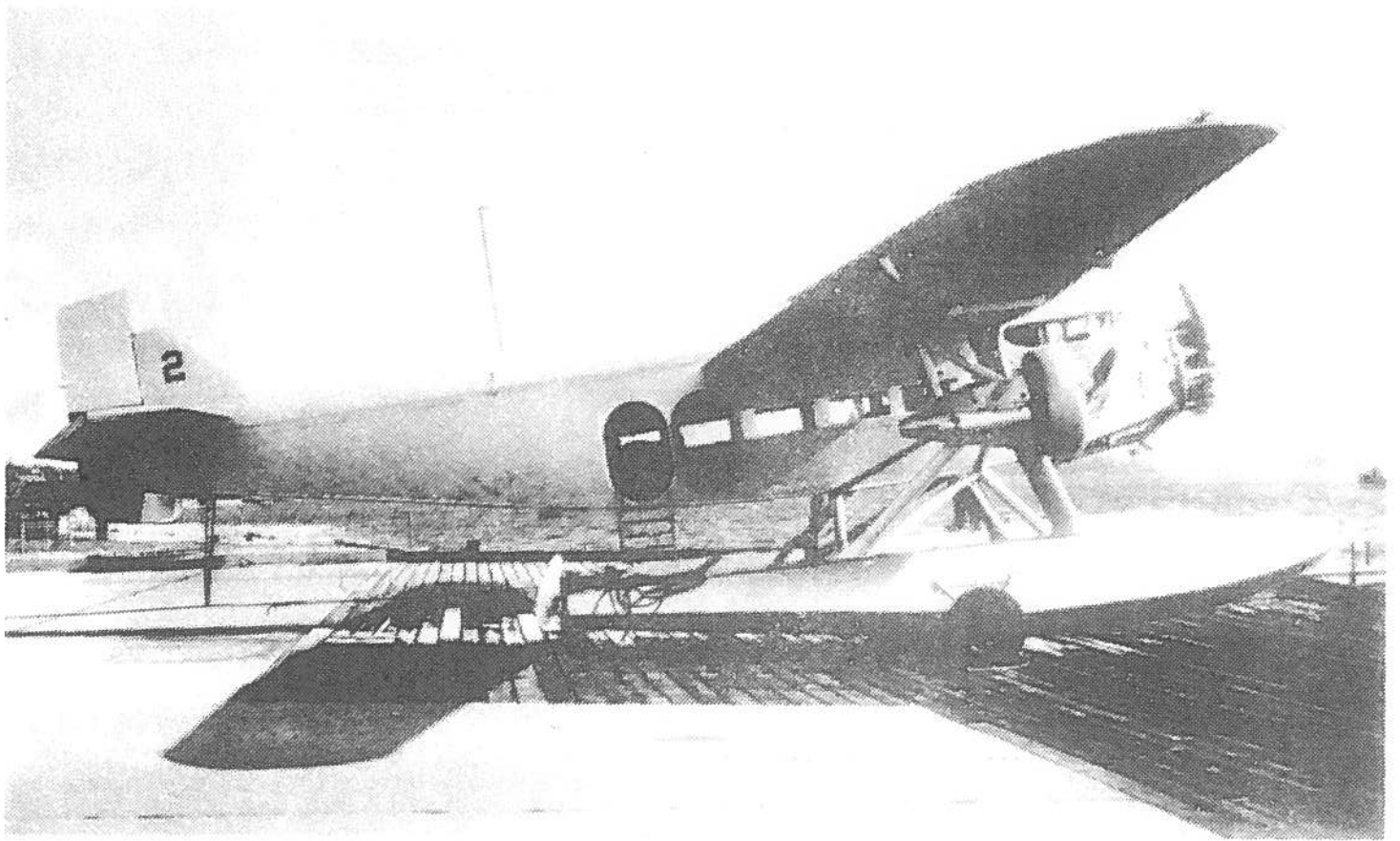
# **small air forces observer**

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**vol 8 no 3** (31)

**April 1984**



# small air forces observer

the newsletter of the Small Air Forces Clearing House

As the difficulties of obtaining US currency spread to other countries, more and more subscriptions to the SAFO are being obtained by means of barter. This means that more items are available from the SAFCH Sales Service, but it also means that your support is even more important than in the past.

A limited number (one, unless otherwise indicated) of the following are available from the editorial office. All prices are US \$ and include surface postage.

POLISH PROFILES (TBU): RWD-8 (4), Lublin R.XIII (3), TS-8 Bies, Il-28, Mi-4 (2), MiG-3, MiG-19 (11), Yak-11 (8), Il-14 (10), MS-406 (9), Mosquito (7), Beaufighter (5), Spitfire (37), Wellington (13), and Mustang (13). \$3.00 each.

LA AVIACION LEGIONAIRIA, Emiliani, et al. \$10.00.

PLANY MODELARSKIE Potez 25: Three sheets of 1/13-scale drawings and color profiles (all Polish). \$6.00.

GODŁO I BARWA W LOTNICTWIE POLSKIM 1918-1939, Kowalski (9). \$8.00.

POLSKI SAMOŁOT I BRAWA, Krolikiewicz (5). \$12.00.

SAMOŁOTY NA KTÓRYCH WALCZYLI POLACY, Szewczyk. \$6.00.

PULKI LUDOWEGO LOTNICTWA POLSKIEGO 1943-1945, Krzeminski. \$6.00.

SAMOŁOTY BOMBOWE I SZTURMOWE W LOTNICTWIE POLSKIM, Morgala. \$6.00.

NOWOCZESNY SAMOŁOT WOJSKOWY, Krolikiewicz. \$6.00.

REGULARNE JEDNOSTKI WOJSKA POLSKIEGO (LOTNICTWO), Kolinski. (hardbound). \$8.00.

POLSKIE ESKADRY W WOJNIE OBRONNEJ 1939, Pawlak. \$6.00

SAMOŁOTY PZL 1928-1978, Glass. \$6.00.

Letectvi + Kosmonautica #14, #20 to #26 1983, \$1.50 each (\$8.00 for complete set).

High Flight Vol. 3, No. 1, \$2.75.

Triad #4 & #7 (RAAF magazine) \$1.50 for set.

MICRO: 1/72 LWS Czapla, \$5.00.

KP: 1/72 Letov S-16 (6), \$6.00.

1/72 MiG-21MF (7), \$5.00.

PM TURKEY: 1/72 Spitfire Vb (2), \$4.00.

USSR: 1/100 Il-18, \$6.00.

Modela, 1/48 LET L13 Blanik, \$7.00.

COVER COMMENTS: This issue our cover consists of a photo essay on the Ford Trimotor with the Chilean Air Force. Modeling these aircraft with the Airfix kit should be an easy task; both versions will need the exhaust system modified and the seaplane needs a new rudder and floats from another kit - the floats from the Italari/Testors kit of the Ju 52/3m appear to be about the correct length.

Front cover: 5-AT-76 '3' (Robert Esposito).

Page 64: 5-AT-75 '2'; floatplane (Peter Bowers), landplane (Robert Esposito).

All photos via Terry Love (SAFCH #229), 9415 W. 178th St., Lakeville, MN 55044.

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## MEXICAN DECALS

- 72-0 Mexican national insignia (11 mm); 6 insignia to compliment sheets 4, 13/14, & 15. \$0.80
- 1 MEAF P-47D in the Philippines. \$1.50
- 2 FAM F-47D in Mexico (olive green). \$1.75
- 3 FAM F-47D in Mexico (grey). \$1.75
- 4 FAM T-33A. \$1.75
- 5 FAM A-24 Dauntless. \$1.75
- 6 FAM C-47 Dakota. \$2.00
- 7 Navy Kingfisher (wheels). \$1.75
- 8 Navy Kingfisher (floats). \$1.75
- 9 FAM Kingfisher (wheels). \$1.75
- 10 FAM Vampire (dark green). \$1.75
- 13/14 FAM T-6 Texan (four squadrons). \$1.75
- 15 AT-6 (Escuela Militar de Aviacion). \$2.00
- 48-1 MEAF P-47D in the Philippines. \$2.00

## LGR DECALS

- 1 Mexican Air Force B-25J. \$1.75
- 2 Mexican Navy HU-16B Albatros. \$1.75
- 3 Mexican Navy PBV-5A Catalina. \$1.75

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Second-class postage paid at Carmel Valley, CA 93924.

# ARGENTINA

ALA (Aviacion Latinoamericana, Casilla de Correo no. 125, Sucural 28, 1428 Buenos Aires; 3 issues US\$ 7.00)  
#6 (36 pages) "Aerolineas de Tercer Bive! Brasilenas" 5 pages including English translation, 4 photos, and fleet lists. "Aviacion Militar en Costa Rica" 5 pages including English translation, photos of Sikorsky S.58ET 'TI-SPI' & F-51 '2', and list of Public Security Ministry's aircraft. "Mirage IIIEA/DA del Grupo 8, FAA" 10 pages including English translation, 5 photos, and 5 pages of drawings. "Novedades Militares" one page of news from Argentina (photo: AF Boeing 707-387B 'LV-1SD'), Belice, Bolivia, Brazil, Chile, Honduras, Malvinas, Nicaragua, Paraguay, & Peru (photo: AF Falcon 20 '300'). "Registros Civiles" 2 pages. "Novedades de Identidad" 2 pages (military & civilian). "Accidentes" one page (military & civilian). (Editor's note: The English translation are not summaries, but full translations. Other publishers please note.)

# AUSTRALIA

APMA (Australian Plastic Modeller's Association, PO Box 51, Strathfield, N.S.W. 2135; 4 issues airmail \$18.00 Australian currency)  
4 83 (36 pages) "Ski Fieseler" side-view drawing of Swiss Storch. "Daphne: 77 Sqn's Dual" 3 pages including information for converting the Heller 1/48-scale kit and 2 pages of drawings of RAAF Mirage IIID 'A3-102'. "Falcon 10 and 10 MERs" 4 pages including information on improving the Hasegawa 1/48-scale kit, and top- and side-view drawings of Australian civilian and French Navy Falcons. "Quantas: The Aircraft: 8" 13 pages including information on modeling the Heller 1/72-scale kit, 4 photos, and 'centerfold' drawings of Constellations in Quantas service. "Aircraft of the Spanish Civil War: Part One" one page with two side-view drawings of Fiat CR.32. "I-152 from Helller I-153" 4 pages including conversion information and 3 pages of 1/72-scale drawings (Chinese, Finnish, Japanese, & Spanish aircraft). "Spitfire MkVIII in 1:72" 2 pages with 2 side-view drawings of RAAF aircraft and information on converting the Matchbox MkIX. "TNI-AU Tigers" 3 pages including one photo and 2 pages of drawings of Indonesian F-5E. "SWPTO Corsair" side-view drawing of RNZAF Corsair 'NZ5393'.

# AUSTRIA

OFH NACHRICHTEN (Osterreichische Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien)  
4/83 (36 pages) "FP Zugsfuhrer Framz Lahner" 4 pages including 1/72-scale 3-view drawing of Albatros D.III (Serie 153). "Focke Wulf 44 Stieglitz" 17 pages including 7 photos, four 1/72-scale 3-view drawings, and table of dienstnummer/OE-registration/werknummer for all 32 aircraft in Austria.

PANORAMA (IPMS/AUSTRIA, Nordmannngasse 11-13/4/6, A-1210 Wien)

"Die Personlichen Markierungen der Osterreichisch-Ungarischen Fliegertruppen - II Teil" 10 half-page photos of Phoenix D.II, Brandenburg KD (2), Phoenix D.I (2), Berg D.I (4), and Aviatik B.II. "Die Luftwaffe der Republik Singapur" 3 pages including 4 photos (F-5 '831', 'Hunter' 515, SF-260 '162', & UH-1B). Photos: Croatian Bu 131 and Latvian Letov S.16.

# BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-2100 Durne; 4 issues for 450 Belgian francs)  
50 (36 pages) "Fairey Fox Squadrons of the Belgian Air Force" 15 pages including 22 photos and 14 1/72-scale side-view drawings.  
51 (34 pages) "Belgian Hunters F.Mk4 (partie 2)" 16 pages including 6 photos, 4 pages of 1/72-scale drawings, review of kits, bibliography, service histories of individual aircraft, and 2 pages of sketches of details. Four photos taken in 1951 at the French Air Force Armament Practice School, Cazaux (French B-26, Ju-88, P-63, & P-47). "Bomb's for Modeller's" 5 pages including 4 pages of scale drawings of modern bombs.

# BRAZIL

EM ESCALA (IPMS-BRAZIL, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ)  
9/4 (19 pages) "Ticano" 2 pages of drawings of EMB-312 T-27 in standard Brazilian Air Force markings and in the colorful markings of the Brazilian Air Force acrobatic team "Fumaca".

# CANADA

HIGH FLIGHT (Box 393, Stittsville, Ontario K0A 3G0; 6 issues for CAN \$15)  
3/2 (40 pages) "Chronology 1932" photos of Vancouver, Puss Moth, Fleet 7G, Siskin, Hawk Moth, Vedette, Genet Moth, Hawker Tomtit, Wapiti, & Fairchild 71. "The Sweeps Continue: The Story of 1/401 Squadron RCAF, Part VI" 7 pages including 16 photos of Spitfires. "Flying Forest-Fire Fighters: The Story of the Canadian Vickers Varuna" 11 pages including 14 photos and a two-page, 1/48-scale, 3-view drawing. "Room with a View: A Bomb Aimer's War, Part Two" 8 pages including 9 photos of Halifaxes. "Nose to the Grindstone" 10 photos of Canadian aircraft in embarrassing positions; all of which would make interesting diorama subjects, especially the two Kittyhawks of 135(F) Squadron.

RANDOM THOUGHTS (IPMS CANADA, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for \$12.00 in US, \$13.00 others)

16/1 (24 pages) "CF-18 Hornet" 11 pages including 33 photos of details. "Modelling the CF-18 Hornet" 2 pages including 4 photos. Included free in this issue is a 17 by 27 cm sheet of decals for the CF-18 and a 4-page instruction sheet that includes 1/72-scale 4-view drawings. The decal sheet includes all the insignia, markings, and stencilling to do the CF-18 in 1/32, 1/48, & 1/72 scale. Printed in two tones of non-overlapping grey, this sheet is well reproduced with no registration problems. The only obvious deficiency is that in the smaller scales white letters over grey backgrounds are blurred. However, in all scales, grey letters over white backgrounds are sharp and readable. This sheet is available separately from IPMS/CANADA, but the price is not mentioned. Decal sheets on other subjects are promised for the future, so if you've been meaning to join IPMS/CANADA but just didn't seem to get around to it, now is the time to get your tail wheel off the ground and sign up. Enterprize such as this deserves your support.

16/2 (24 pages) "Starfighters" 11 pages including one photo and 10 pages of drawings of Canadian CF-104s.

# DENMARK

NYT (IPMS DENMARK, c/o Bjorn Jensen, Strandboulevarden 27,1., 2100 Kobenhavn 0 (01) 42 90 20. 4 issue for 70 Dkr surface, 80 Dkr airmail)  
#23 (30 pages) Nothing of small air force interest.

# ENGLAND

MAGAZINE (IPMS ENGLAND, Flat 4, 18 Delancey St., London NW1 7NH; 6 issues for US \$20.00 + \$1.00 joining fee)  
6083 (20 pages) "U.S. Air Force Ancillary Equipment" 2 pages of photos of C.S.D. Cart, APU, & Fire Extinguisher (Good idea, but no indication of size and no description. What is a C.S.D. Cart?) "Israeli Aircraft Industries Kfir C.2 (Spin Trials)" a 2-page, 1/72-scale, 4-view drawing.

1/84 (18 pages) "Vulcan B.Mk2" 9 pages including 39 photos, 1/72-scale drawings of refuelling apparatus and Shrike missiles, and review of Airfix kit. Included with this issue is a complementary copy of MODELAD QUARTERLY (see review elsewhere in this issue of the SAFO).

# FINLAND

MALLARI (IPMS FINLAND, PL 798, 00101 Helsinki 10; issues #41-44 US \$6.50, add \$1.00 for airmail and \$1.50 for personal bank cheque redemption)  
#46 (8 pages) "MiG-21 bis in Finnish Air Force" 7 pages including 9 photos and 9 side-view and 3 top-view drawings. "FinnAF Permanent Orders (part 7)" 1/2 page



including photos of cartoon characters on landing gear leg covers of D-21 'FR-154' and 'black bear' markings on tail of Hawk 'HW-302' (as in Fujimi kit).

#47 (8 pages) "Lavochkin-Gorbunov-Gudkov - 3" 8 pages including 9 photos (all in Soviet markings) and 4 pages of 1/72-scale 4-view drawings of 9 different versions of the LaGG-3.

#48 (8 pages) "Beriev MBR-2-AM-34" 6 pages including 8 photos and 1/72-scale drawings of captured aircraft in both Soviet and Finnish markings.

#### FRANCE

LA VITRINE DU MAQUETTISTE (IPMS FRANCE, 3 rue de l'Amiral Roussin 75015 Paris; 4 issues 60FF surface, 80FF air; back issues 12FF; "La Lettre de l'IPMS" 25FF.)

Nothing received since 1 83

#### GERMANY

MITTEILUNGEN (IPMS GERMANY, Oertzenweg 12b, 1000 Berlin 37; DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia)

1/84 (30 pages) "New 1984" 6 pages of kits announced for release in 1984. Of interest to the small-air-force modeler are the ESCI F-5RF; Matchbox Wessex, Dauphin, & Twin Otter; Heller Super Etendard, DC-6B, & RT-33; and Airfix Martin B-57 & Chinook (all in 1/72 scale). "Bf 109 D von Hpm. Werner Molders" a drawing of '6079' in Spanish markings.

2/84 (30 pages) Nothing of small-air-force interest.

3/84 (30 pages) Nothing of small-air-force interest.

#### ITALY

IL NOTIZIARIO (IPMS ITALY, CP 182, 41100 Modena Ferrovial)

Nothing received since 2 83

JP-4 (CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere)

10/83 (88 pages) Photos: Canada CT-133 "Kiwi - 10000 Hours" (color); Angola AN-32 (color); and Mauritius Alouette III. "La Siai Attraverso l'Atlantico" 15 pages in, including 18 photos of the SF.260s and the G.222 that flew to Chicago to commemorate the flight of the S.55. "Universita del Volo" 5 pages including 6 photos of G.91T. "Il migliore della 'Regia'" modeling the Cant Z.1007 including 4 color side-view drawings.

11/83 (88 pages) Photos: Indonesia B.373 (color); Qatar Alpha Jet; & Antisandinista C-47. "Ca.405 Procellaria" photo and small 3-view drawing. "Un Pirata Britannico" modeling the Buccaneer including color side-view drawing of SAAF '423'.

12/83 (88 pages) Photos: Canadian Coast Guard Bo-105; Chinese MiG-17 defected to Taiwan; and Pakistan F-16B '82601' (color). "Fra i Caccia Svedesi" 4 pages including 7 photos [JA-37, Sk.60A, HKP-4A, & SH-37].

AEROFAN (Giorgio Apostolo, via Ampere 49, 20131 Milano, ITALY; 4 issues for US \$16.00; each issue contains a 2 page summary and photo captions in English)

3/83 (36 pages) "Italian Dive Bombers in Service" 15 pages including 23 photos (Re.2001, SM.86W, AP.1, FC.20, SM.84, CR.42, G.50, MC.200, Ro.57, Breda 88M, Re.2002, SM.93, Avia LM.02, & Breda 201) and 4 pages of drawings (CANSFA FC.12bis, Caproni Vizzola F.5 Gamma, Caproni Ca.365, CANSFA FC.20, Saiman Val, & Caproni Vizzola Sagittario). "The Flying Boat Macchi C.100" 10 pages including 11 photos and 5 pages of 1/72-scale 3-view drawings. "The Last Italian Storch" 4 pages including 11 photos. "Il Registro Aeronautico Italiano 1921-1979" 2 pages including 3 photos (SIAI S.75, S.83A, & S.205). Photos: Ca.166, Z.501, Breda 88, & Breda 65).

4/83 (36 pages) "The Somalvico Floatplane" 3 pages including 4 photos of a unique airplane of the 1920s featuring counterrotating circular wings. "The Guidonia 1 Bomber Design" 6 pages including 5 photos of wind tunnel model and small 3-view drawings. "Aviano Anni '40" 3 pages including 11 photos of assorted Italian aircraft of 1940. "CRDA CANT Z 1007" 15 pages including

24 photos of aircraft and details, 3 pages of drawings of details, and production list. Included are photos of aircraft in Free French marking (FL-AVM) and Co-Belligerent Air Force markings. Photos: SIAI S.56 and Italian Storch.

#### SINGAPORE

MODELLERS' MONTHLY (Plastic Modellers Society Singapore, 247 Macpherson Road, Singapore 1334)

3-4 83 (12 pages) "Cessna Skyhawk in the Republic of Singapore Air Force" 2 pages including a page of drawings for aircraft '112'.

5-6 83 (10 pages) "Imperial Iranian Tomcat" 2 pages including a page of drawings.

#### SOUTH AFRICA

AFRICAN AIR REVIEW (AVIATION SOCIETY OF AFRICA, PO Box 1413, Alberton 1450; 4 issues for US \$12.00)

7-9 83 (20 pages) "SAAF Squadrons" one page history of No. 1 Squadron. "The DHC-4 Caribou in Africa" 2 pages listing military and civilian aircraft: Cameroon (2), Gabon (1), Ghana (8), Kenya (5), Tanzania (12), Uganda (1), Zaire (1), and Zambia (5). "Current Botswana Civil Register" 3 pages. "Executive Turboprops in South Africa - August 1983" 3 pages. The usual features: SAAF News, Museum News, Aircraft of the SAAF Museum, News (Bophuthatswana, Botswana, Madagascar, Malawi, Mocambique, Namibia, Rwanda, Tanzania, Uganda, & Zambia).

10-12 83 (20 pages) "Aircraft of the SAAF - Alouette III" 2 pages including photos of '39' and '114'. Photo SAAF Alouette II '22'. News items include Angolan Air Force strength as of December 1983; Angolan aircraft losses as claimed by Unita; list of Ciskei Government aircraft (Westland CA-01, Bo-105 ZS-HKM, BK-177 A-1 ZS-HMP, 6 Mooney TX1s purchased from Israel); list of Kenyan BAe Hawk (1001-1012); Seychelles Government Merlin SY-005; Zaire Air Force have 3 Mirage 5s and some MB-326s in Chad; and Partenavia P-68C to Bophuthatswana as T.180.

#### SPAIN

AIR SONIC (Balmes, 86 - Entlo. 2.a, Barcelona-8, ESPANA)

Nothing received since #16.

#### SWITZERLAND

VIRUS PLASTICUS (IPMS SWITZERLAND, Olivenstr. 2, 9320, Arborn; 4 issues for Sfr 24)

Nothing received since 4/83

#### USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$15)

#98 (82 pages) "Naval Aircraft Factory Giant Boat" 26 pages including 13 photos and 7 pages of scale drawings. (Editor's note: Not small-air-force, but a great article by SAFCH member Bob Gordon.)

#99 (82 pages) "The Development and Production of the Fokker D.VII" 12 pages including information on production in Hungary and Switzerland. "The Gallaudet D-1" 6 pages including 6 photos and 2 pages of 1/48-scale 3-view drawings. (Editor's note: Not small-air-force, but another great article by Bob Gordon. A reprint of material that appeared in Paul Matt's HISTORICAL AVIATION ALBUM #3.)

DIRTY PLASTIC (IPMS PHOENIX, 509 W. Camino Dr., Phoenix, AZ 85021; 4 issues for \$6.00.)

Spring 1984 (20 pages) "Fokker DVII Aeronautique Militaire Belge No.10 Squadron" one page 3-view scale drawing. "MiG-21MF in 1/72nd Scale" one page kit review.

IPMS HAWAII (1650 Lehia St., Honolulu, HI 96818; \$4.00 per year)

11 (16 pages) "Pacific AF Part 1: The Royal New Zealand Air Force" 4 pages including 2 photos (P-40N & F4U-1A), 3 side-view drawings (F4U-1A, Strikemaster, & P-3 Orion), and aircraft list.

# CHINESE PAK-BOON

Late in 1952, the flight test program of the Mikoyan-Gurevich I-350(M) was initiated and a tremendous push began in the Soviet Union to put the world's first genuine supersonic fighter into series production. Few would have foreseen that 30 years later series production of this fighter would still continue, albeit in the People's Republic of China and without the benefit of a manufacturing license. Such is the ongoing career of the MiG-19, a contemporary of the F-100 Super Sabre and the first true supersonic fighter.

The early MiG-19F was not an instant success, and it was only after adopting a North-American inspired F-100-style slab tailplane and a number of lesser changes that the Mikoyan-Gurevich product, in its MiG-19SF form, achieved the success envisioned for it. A few of these MiG-19SF fighters were provided to the People's Republic of China before Mao's ideological falling out with the Soviets, and these machines were used as 3-dimensional "blueprints"; every part was copies to the last detail. It is thus that the State Aircraft Factory at Shenyang began manufacturing the MiG-19SF in 1961, to be joined by a similar factory at Tientsin, full production from both plants exceeding 100 aircraft per year. The literal Chinese copy of the MiG-19SF is known in China as Fighter Aircraft Type 6 or F-6.\*

The Pakistan Air Force was provided with 90 F-6's in 1965-66, with a further 60 being delivered in 1972. The late model F-6 has the braking parachute moved from its original position in the lower port rear fuselage to a bullet fairing below the rudder. Some Pakistani F-6's are equipped with provisions for two underwing AIM-9B/J Sidewinders, and most have been retro-fitted with Martin-Baker Mk PKD 10 zero-zero ejection seats. The PAF opened an F-6 rebuild factory in 1980, and this should alleviate some of the problems associated with the type's low time between engine overhauls, and the lack of interchangeability of some of the largely hand-manufactured Chinese components. These complaints and the limited underwing storage space are the only serious shortcomings noted by the Pakistanis. They appreciate the maneuverability, sturdiness, and handling ease of the F-6, and the pilots rate it higher than the MiG-21.

The PAF has utilized no little imagination on the finishes of its F-6's, and therefore any number of colorful models can be constructed based on these machines. The best kit to use is the KP MiG-19SF, which only needs a few corrections to represent an F-6. The 1/72-scale KP kit is of a Czech license-built MiG-19 which has a few extra scoops on the tail section not found on the Chinese copy. The intakes just forward of the row of scoops encircling the rear fuselage will have to be removed, and the intake immediately below the stabilizer should be omitted. Check the drawings on this, then choose your scheme. It should be no trouble to add a small bomb to represent the tail 'chute fairing on late model F-6's. You might want to add the cockpit interior from a KP MiG-17 to spice up the model since the MiG-19 is an earlier kit from the Czech firm, and it does not include the cockpit detail incorporated in their more recent offerings. The canopy of the F-6 has a slight green tint to the glass.

It's not every day that you get to build a Soviet-designed, Chinese-manufactured, Pakistani-operated fighter armed with US-supplied missiles and equipped with an English-designed ejection seat, so go to it. Just don't try to enter this one in the "convertions" category!

\*The current accepted Western designation for the Chinese manufactured MiG-19 is J-6, although both F-6 and J-6 are used in both the Chinese and Western press. The late model aircraft with 'chute fairing below the rudder is designated J-6C.

## Illustrations

1) 0907 - Camouflaged in dark grey-green (FS 34159) upper and light blue (FS 35622) lower surfaces; the color separation is a sharp line. Angle-of-attack indicator on the starboard nose is silver metal as are the 167-gallon (Imperial) drop tanks. The leading edge of the intake splitter is polished metal. Codes black - note stencil style of fuselage coding. Mid-green (FS 34138) and white Pakistani roundels in 6 positions with fin flag in the normal location high on the fin.

2) 1423 - Colorful 4-tone scheme as delivered from China. Upper surfaces are finished in broad bands of dark brown (FS 30206), light brown (FS 30117), golden tan (FS 30257), and medium green (FS 34172). Lower surfaces are duck-egg blue (FS 35622), and color boundaries have a soft sprayed edge. Framing of the sliding hood is natural metal. Black codes.

3) 1606 - Natural metal finish; note duller finish to cannon blast panels, wing fences, and fin fillet. Ejection-seat stencilling is black panel, yellow arrow, and yellow-bordered red triangle. Sharkmouth in gloss light blue (FS 14200), with white teeth and red (FS 11136) lips. Codes black.

4) ? - Overall matt black F-6 as depicted in Aviation News; no photo available. No codes are indicated, and the fin flag is not shown, only the six roundels. (Inverted dotted-line "T" just above the drop tank indicates the position of the portside radio altimeter aerial below the wing.)

5) 1710 - Overall natural metal example sporting the diving hawk insignia of No. 25 Squadron (OCU) in black on a white disc on the fin. Black codes. Note ejection-seat stencilling. This aircraft is equipped with two Sidewinder racks as shown; the lower part of the missile rails and the missiles themselves are white. The tip of the launcher is red.

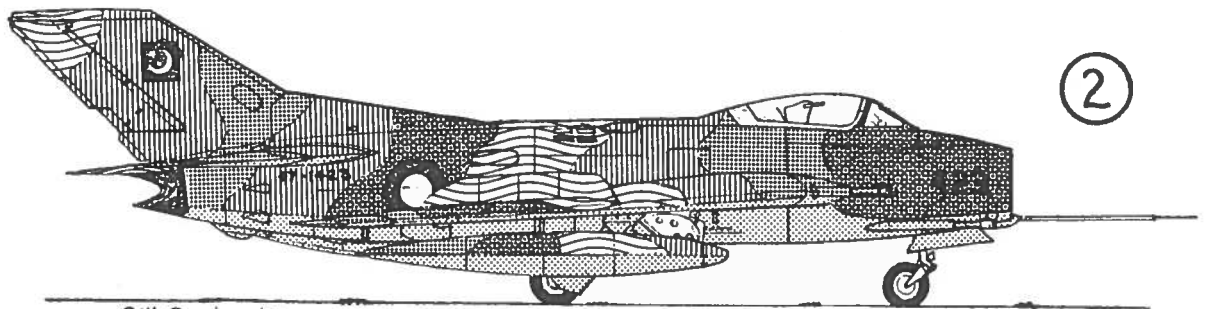
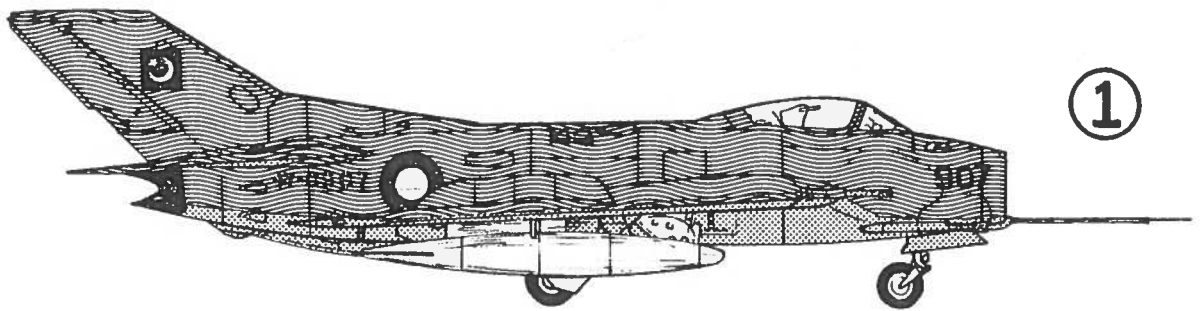
6) 1825 - Another natural-metal machine, without seat stencilling and missile racks, but carrying the radio antenna. When photographed, this aircraft had a chromate green (FS 34258) "bandage" painted around the lower fuselage and wing section as shown.

7) 5548 - This F-6 is finished in the same colors as 0907 (1 above), but the color boundary is a soft sprayed line. Angle-of-attack indicator is moved to the port nose. No. 19 Squadron's cobra insignia is black on a white disc. The stencil-style code is black. Note the ejection-seat markings, the small natural metal panel just aft of the rear upper intake scoop, and the narrow antenna below the fuselage centerline. The flaps are outlined in red as shown in Fig. 10A.

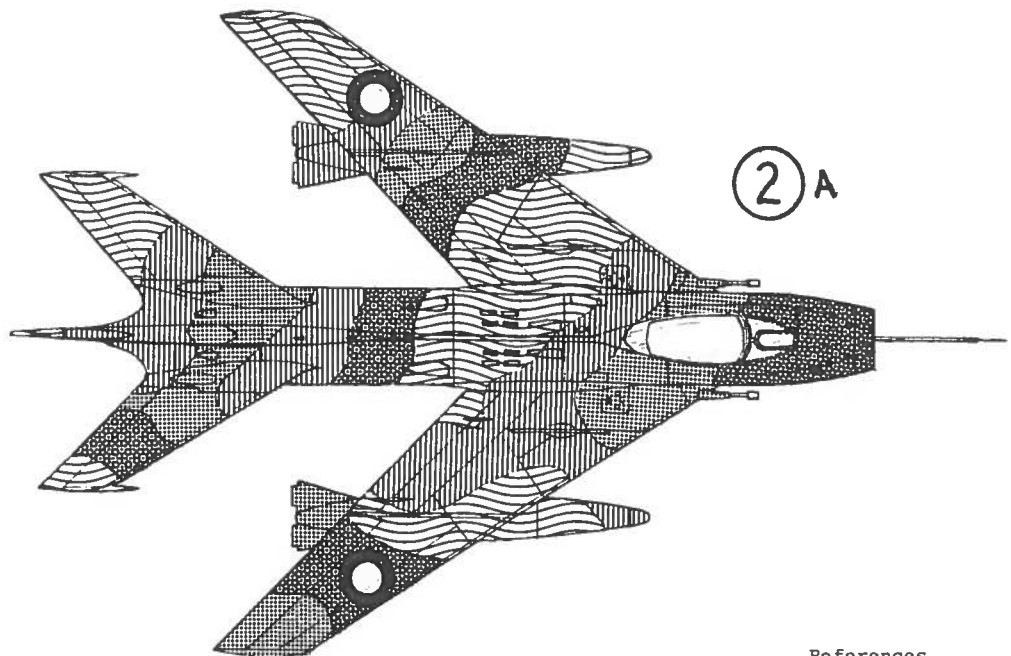
8) 8913 - A late model aircraft of No. 25 Squadron, this machine has the bullet 'chute fairing and the portside angle-of-attack indicator. Finished in a startling vermillion (FS 21105) and creamy yellow (FS 23798), this plane is very weathered. Soot is caked up around the rear fuselage and large amounts of paint are missing from the wings, tailplane, and canopy frames. Note black stripe beneath cockpit and the red/yellow ejection-seat warning. The diving eagle faces aft (at least on this side) on an off-white (FS 17778) triangle edged in dark red (FS 11136). Coding black. Note that the nose-panel quick-release fasteners forward of the windscreen are red and that the red turbine warning bands are faded almost totally away.

9) 8916 - Another late-model F-6 seen in the same lineup as 8913 above, and just as filthy. Overall stained natural metal, black codes, with the eagle (hawk?) facing forward this time. Red turbine warning bands on aft fuselage, and red "NO STEP" stencil on cannon fairing. Red/yellow warning triangle, and red nose-panel fasteners.

(Continued on page 84)

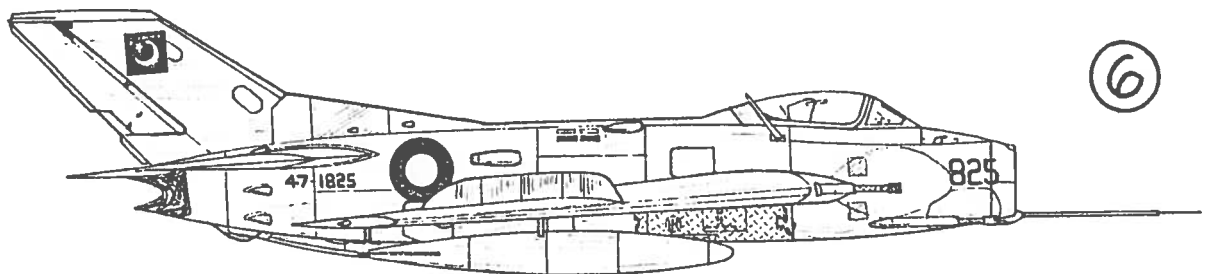
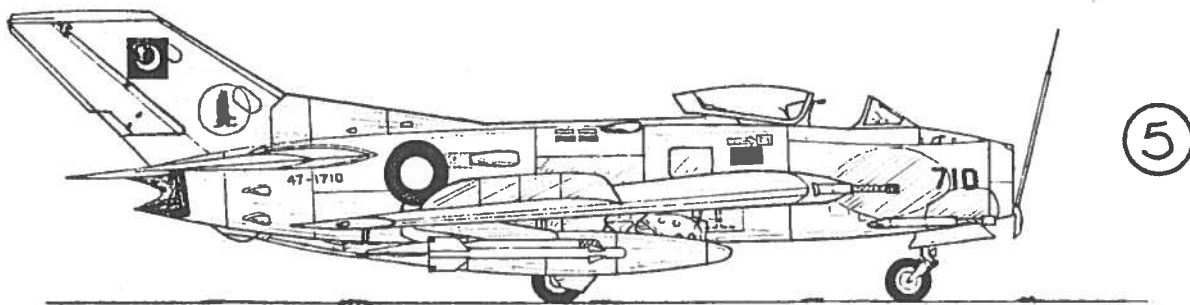
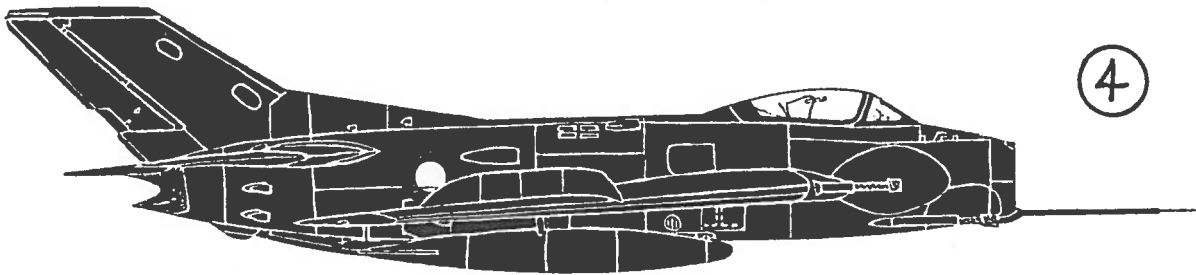
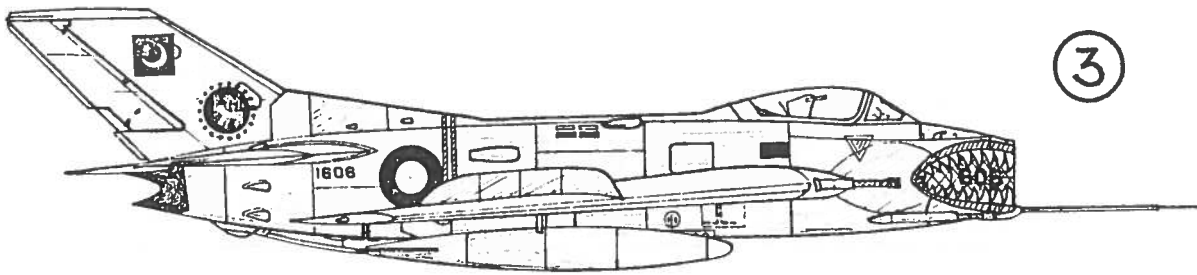


Bill Devins-82

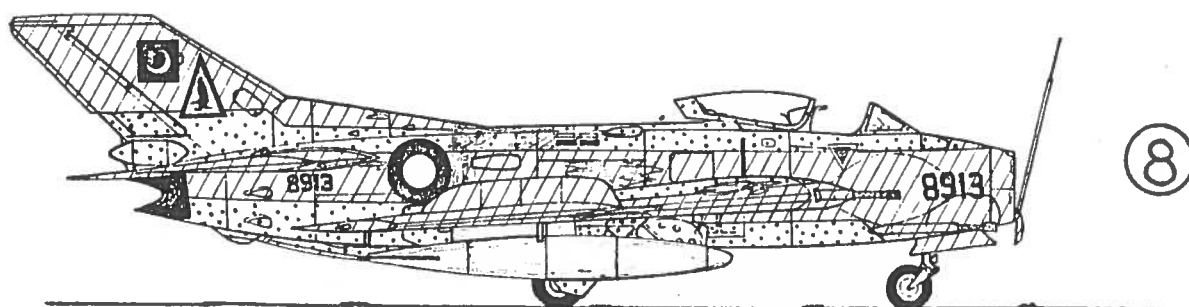


#### References

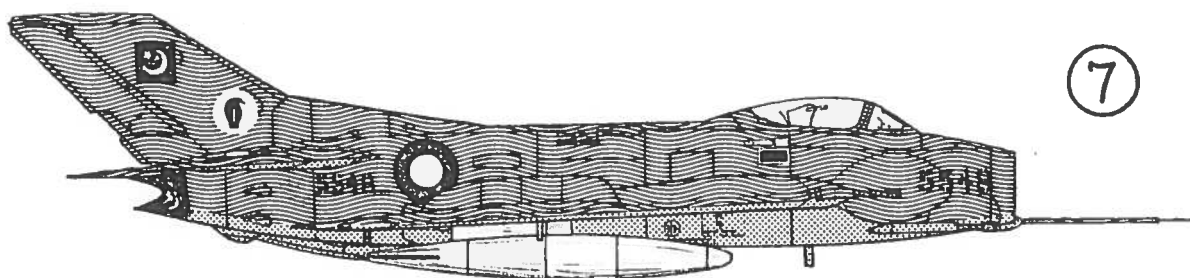
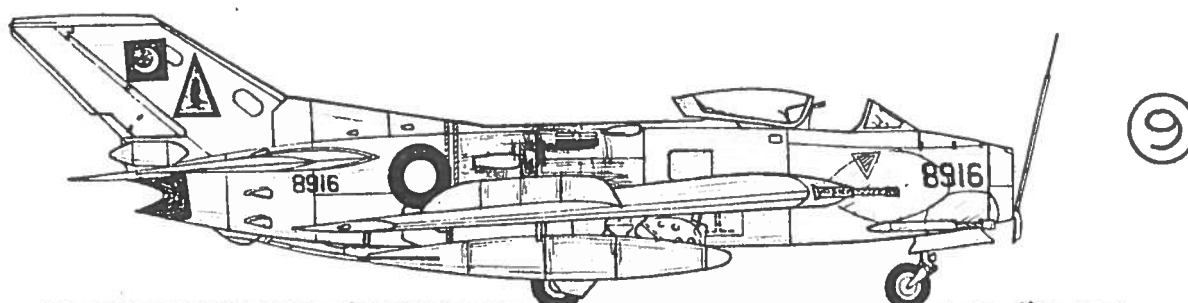
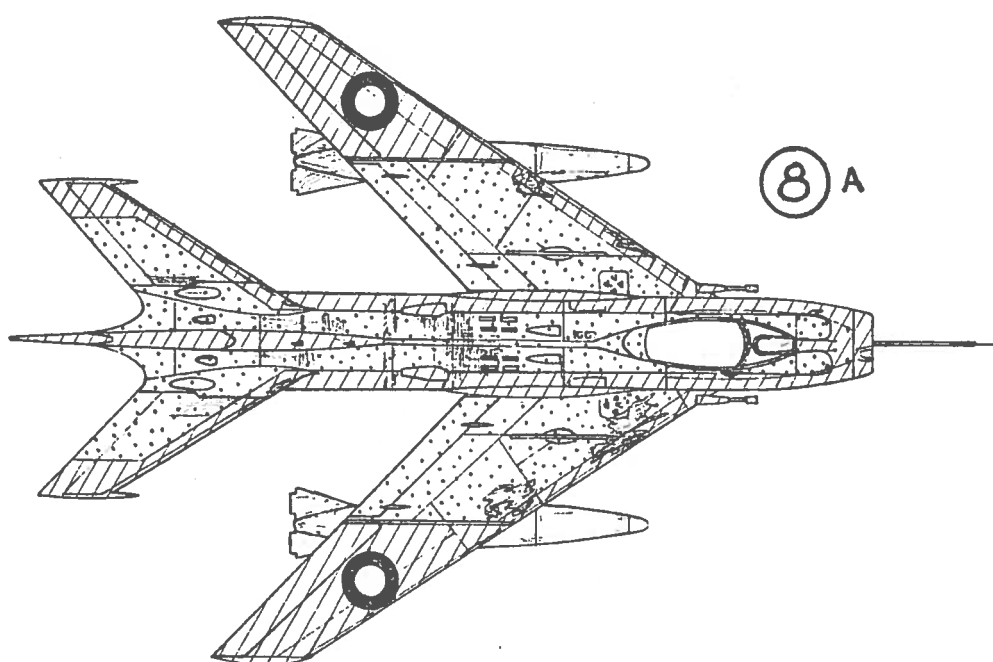
- Air Enthusiast Quarterly #3. pp. 26-37
- Air International Vol. 2, #1, Jan 1972. pg. 33
- Air International Vol. 20, #4, Apr 1981. cover, pp. 163-168
- Aviation News (Vol & # unknown)
- Scale Aircraft Modeller Vol. 4 #2, Nov 1981. pp.54-6

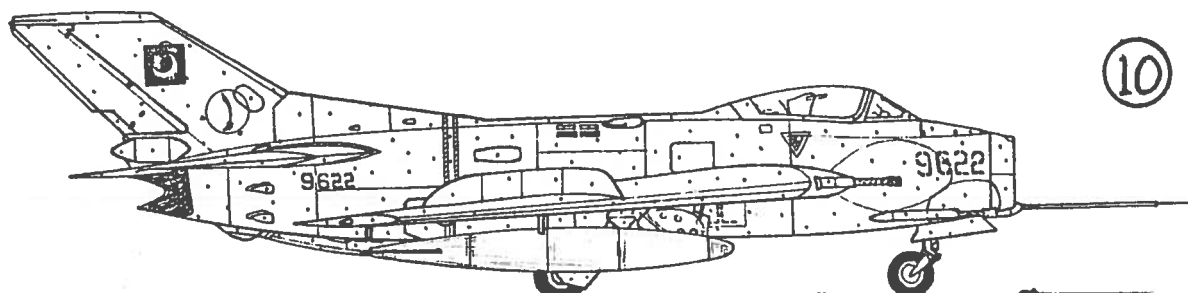




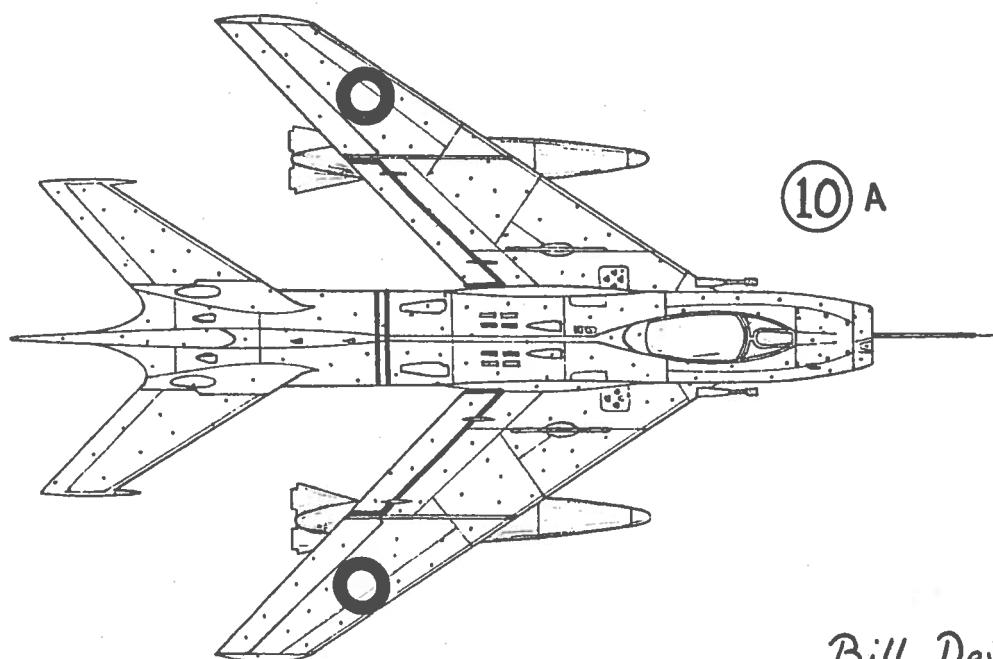


Bill Devins-82





Bill Devins-82



Bill Devins  
SAFCH #557

Dk. Grey-Green	Lt. Blue	Dk. Brown	Lt. Brown	Golden Tan	Medium Green	Natural Metal
34159	35622	30108	30117	30257	34172	
Lt. Blue	Red	Black	Chromate Green	Vermillion	Creamy Yellow	Lt. Grey
15200	11136		34258	21105	23798	26595

COLOR KEY

(FS 595a numbers are approximations)

# NEW ZEALAND PERMANENT AIRFORCE, ROYAL NEW ZEALAND AIRFORCE AIRCRAFT COLOR SCHEMES (VOL. 1).

At last someone has written a book devoted to aircraft used by the Royal New Zealand Air Force. The someone I refer to is Warren Russell, New Zealand aviation historian and registered model maker. Mr. Russell's book consists of 138 pages, measuring 7 inches in width and 9 1/2 inches in height, and has a plastic spiral binding much like those found on cookbooks. The book is just the right size for the modeler's work table and the binding keeps the book open at the correct page without the need of weights. This book is the first of eight volumes that Warren is planning to release; I can hardly wait to see the others if they are anything like this first one.

The following areas are covered in Volume 1: An Historical Outline of the RNZAF; New Zealand Aircraft List (types, quantity obtained, duration of service); Instructional Airframes (types and serials); RNZAF Paints 1940-1945 (British Standard numbers and Humbrol equivalents); and Roundels and Fin Flashes (charts). The following aircraft are then reviewed in detail: AESL Air-tourer T6/24 and NZAI Airtrainer CT4B; Airspeed Oxford AS.10 Mk.1 and Mk.2, AS.42, and AS.43; Airspeed Consul AS.65; Auster J/5; Auster C.4 Antarctic; Avro 504K and 504L; Avro 626; Avro Anson Mk.1 and Mk.12; BAC 167 Strikemaster Mk.88; Bell 47G Sioux, and Bleriot Type XI Monoplane. Accompanying each type are three-view drawings, profiles, black-and-white photographs, serial numbers and fates of individual aircraft, specifications, and a short history of RNZAF usage. Although color photos are limited to the front and back covers, the drawings supply all the information necessary to correctly produce any of the aforementioned aircraft.

Warren Russell also sells color photos of RNZAF aircraft. These photos are of excellent quality and are invaluable aids when building models of RNZAF aircraft.

This book and the color photos can be obtained by writing Warren F. Russell, Dog Island Lighthouse, Private Bag, Invercargill, South Island, New Zealand. Please send two International Reply Coupons (available through your local post office) to cover expenses of replying to your request. Please also mention to Mr. Russell that you saw his book reviewed in the SAFO. In this way the support of the SAFCH may help encourage him to bring out the remaining volumes of his series.

Chelun Huang (SAFCH #406), 46-265 Haiku Rd., Haneohe, HI 96744

"Vetromodelli is a small firm founded by four Italian modellers who devote most of their free time to designing and producing scale models kits in fiberglass. Their activities began in 1981 with a 1/72-scale kit of the SIAI SF.260. The success of the completed model in several local modeling exhibitions encouraged Vetromodelli to bring out other kits.

"Original drawings and exact documentation are the bases of all kits. The first step is the construction of a wooden master from which a mold is made on which the kits are produced. Because the material used for the kits is fiberglass, production is slow. Building fiberglass models is not as easy as constructing a polystyrene kit, so only expert modelers can expect to build one of these kits without excessive problems.

"Kits presently available are the SIAI SF.260 \$10.00; SIAI SM.1019 (conversion from Airfix's Cessna O-1E/F) \$5.00; Reggiane Re.2005 (needs canopy from Supermodel Re.2001 and propeller from Frog Macchi 202) \$10.00; Piaggio P.148 \$10.00, and SIAI SF.260 Turbo Prop \$10.00. All kits are in 1/72 scale. All prices are in US \$ and include airmail postage. Payment should be by International Postal Money Order.

"Kits in progress include the S.211, G.91, & G.222. Suggestions for future releases and any comments on how we can improve our production would be greatly appreciated."

VETROMODELLI, c/o Penzani Giuseppe, via Brescia 102, 26100 Cremona, ITALY

The Hanger Bookshelf, PO Box 1513, Belleville, Ontario, K8N 5J2 CANADA graciously offers a special 20% discount to SAFCH members. When ordering be sure to give your SAFCH number (the number that precedes your name on the envelope of your SAFO). A partial list of books available and their cost before the discount follows: "A Thousand Shall Fall" a Canadian pilot in Bomber Command \$23.95; "Luck Thirteen" memoirs of a Canadian Wing Commander \$19.95; "Zeppelin" a battle for air supremacy in WW I \$49.95; "The Plan" memoirs of the British Air Commonwealth Training plan \$25.95; "Painting Planes" the aviation art of Don Connolly \$27.95; "Live to Look Again" memoirs of Canadian pilot's involvement with development of the Leigh Light \$20.00; "Canadian Aircraft since 1909" \$49.95; "Canadian Profile Series" a must for modellers - CF-104, CF-101, CF-5, CL-13 \$7.95 each; "RCAF Squadron Histories" 421, 440, 417 \$21.95 each. Add 10% for postage and handling. They will accept Visa, and Mastercard with expiration date.

1984 catalogues are available for the asking.

MOHAWKS OVER BURMA by Gerry Beauchamp. 340 p, 100 photos, drawings and maps. "The story of the Curtiss Mohawk in RAF service rarely rates more than a paragraph even in specialized books. Yet this sturdy and manoeuvrable little fighter had a most distinguished record in action over South East Asia during 1942 and 1943. Whether as an interceptor, escort fighter, or ground attack aircraft, it more than held its own. Here is the story not only of the aircraft themselves, but also of the squadrons that used them (Nos. 5, 155, and 146) and the men who flew and maintained them. Detailed descriptions of life on the forward airstrips, as well as the whirling dogfights, create an absolutely fascinating narrative. Two particularly interesting features are an episodic look into the personal diary of one of the squadron members, and an appendix giving chronological excerpts from the letters of a squadron member to his mother back home. Many photos, lots of drawings of aircraft markings and badges, a service history of every RAF Mohawk, and much more make this a book that will intrigue the aircraft enthusiast and the air historian alike."

"The preparation of this book has been taken about as far as we can go without actually printing it, but we find that we do not have enough ready capital to see publication through to completion. If you are interested in this book, you can make the difference by letting us have your order now. No, we are not asking for any money from you at this point in time. Simply let us know that you definitely want a copy of the book as soon as it is released. When we have enough orders we will proceed with the printing and then send you a book with an invoice. Alternately if you wish, you can send us your Visa or Mastercard information (please remember your expiry date as well as the account number). Charge accounts will not be processed until the books are ready to be delivered to you so you will not get stuck with prepayment or any interest charges.

"We require 455 orders to be able to go ahead and at present we have 50 recorded. We thank you for your interest and hope your support will make the publication of this fascinating story possible."

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FIGHTER PILOTS IN AERIAL COMBAT, published quarterly by Blake Publishing, 26596 Dolorosa, Mission Viejo, CA 92691. One year subscription is \$15 for USA, Canada, and Mexico; all others \$19.

AIRFOIL, published by Airfoil Publications, P.O. Box 11573, Costa Mesa, CA 92627. Single issue \$4.95.

Two new, high-quality, enthusiast-published magazines have come to my attention. While not specifically devoted to the small air forces, these magazines should be of great interest to many SAFO readers.

The first mentioned is subtitled "For the Serious Air Combat Enthusiast" and the copy at hand (Summer 1983 #9) (Continued on page 88)

# CHIPMUNK

## DE HAVILLAND'S FRIENDLY TUTOR

The first indigenous design from a company now known for rugged military assault transports and elegant short-haul airliners, the de Havilland DHC-1 Chipmunk has over the years earned an enviable reputation for operating reliability and flight safety. Through perhaps not as glamorous a design as its successors in the family of de Havilland Aircraft of Canada aircraft, the qualities of this machine have rendered it no less endearing to the airmen who found their wings on it.

The Chipmunk was, from the outset, intended as a successor to the de Havilland Tiger Moth, a biplane primary trainer in world-wide use before, during, and after the Hitler War. Preoccupied with the development of combat types for the United Kingdom, the British de Havilland Company assigned its Canadian division the task of developing a replacement for the Tiger Moth.

The Chipmunk, which first flew at Downsview, Toronto, on 22 May 1946, is a partially aerobatic aircraft powered by the de Havilland Gipsy Major 1C engine of 145 hp. The crew of two are seated in tandem beneath a sliding framed canopy which was later changed to a bubble type for Royal Canadian Air Force examples. The fuselage is an all-metal stressed-skin type while the wings employ some fabric covering. Control surfaces are fabric covered.

By late 1947, 22 examples of the Chipmunk had been delivered to customers as far away as Australia and India. The Royal Canadian Air Force took delivery of their first three machines in March 1948. These were quickly followed by 41 machines for the government of India, 22 for the Royal Thai Air Force, and 18 for the Royal Egyptian Air Force. Less significant numbers of Canadian manufactured "Chips" found their way into Australian and Canadian civil use, East Pakistan, New Zealand, Palestine, South Africa, South America, and the United Kingdom. A total of 217 DHC-1s, including 113 for the RCAF, were manufactured in Canada.

As a result of trials held at the Aeroplane and Armament Experimental Establishment at Boscombe Down, de Havilland's Hatfield and Chester works were selected to manufacture Chipmunks to fill specification 8/48 for the new Royal Air Force primary trainer.

In all, about 1,000 Chipmunk were manufactured in Britain, of which the RAF received some 735. The first aircraft entered service in 1950 and a few remaining examples continue to be flown today (1983). The 265 British-manufactured machines meant for foreign consumption were sent to Burma, Ceylon, Denmark, Ghana, Iraq, Ireland, Jordan, Kenya, Lebanon, Malaysia, Portugal, Saudi Arabia, and Syria. Beginning in 1955, OGMA in Portugal undertook licence manufacture of a further 66 aircraft for the Força Aerea Portuguesa.

Though lacking the colorful combat histories and glamor of its progenitors, the Mosquito and Vampire, the Chipmunk's mark in the book of flying lore is no less indelible. Graceful lines, easy flying qualities, and longevity are those attributes which have earned the Chipmunk its continued recollection amongst airmen.

### Specifications:

Type: Primary trainer

Powerplant: one 145-hp (108-kW) de Havilland Gipsy Major 1C four-cylinder, inline, air-cooled engine.

Performance: Maximum speed 138 mph (222 km/h) at sea level; cruise speed 119 mph (191 km/h); range 280 miles (445 km); service ceiling 15,800 ft (4820 m); rate of climb 840 fpm (256 m/min).

Weights: Empty 1425 lb (646 kg); loaded 2000 lb (914 kg).

Dimensions: Span 34.25 ft (10.45 m); length 25.42 ft (7.75 m); height 7.0 ft (2.13 m).

Armament: None

CANADA: Designated DHC-1A-1, Chipmunks were first delivered to the Royal Canadian Air Force during late March 1948, the initial machine bearing constructor's number 23 and registration 18001. Eventually, 113 aircraft were manufactured for RCAF use, the final aircraft being taken on charge 28 October 1956. Chipmunks gave faultless service until replaced by Beech CT-134 Musketeers in 1971.

COLUMBIA: During 1954 a single DHC-1 was obtained for evaluation by the Fuerza Aerea Colombiana. Although further orders never materialized, the single Chipmunk was used continuously for the next two years.

DENMARK: Twenty-four Chipmunk T.10s were used for basic flight training duties. They were based at Avno from the early 1950s until 1982 when they were replaced by SAAB T-17 Supporter aircraft.

EIRE: During 1952, 12 Chipmunks were delivered to replace the Corps aging Miles Magister trainers which had been in use since the late 1930s. In 1965, an additional two TMk.22s were obtained to make up for losses. Chipmunks served with the Basic Flying Training School at Gormanston until 1973 when they were displaced by the arrival of Reims FR 172H Rockets from the Baldonnell liaison and army cooperation unit. All Chipmunks were withdrawn from use by 1977; their role now being filled by SIAI-Marchetti Warriors.

JORDAN: One of the first acquisitions of Glubb Pasha's elite Arab Legion Air Force, formed after the 1949 Arab-Israeli conflict, were six CHC-1 Chipmunk T.10s. Obtained in 1952, the Chipmunks became part of an expanded air training establishment encouraged by HM King Hussein, himself an RAF-trained pilot. A training program patterned after that of the RAF was adopted with 70-80 hours being flown on Chipmunks before conversion to de Havilland Dove 1Bs. The Chipmunks eventually served with the Royal Jordanian Air Force which was formed in 1956 following the dissolution of the ALAF.

LEBANON: Chipmunk T.20 and T.30 aircraft were part of the Ecole de l'Air based at Rayak during that time the Force Aérienne Libanaise existed as a coherent force.

PORTUGAL: During 1952, ten British-manufactured Chipmunk T.10s were obtained by the Força Aerea Portuguesa to replace the remaining examples of a force of nearly 40 de Havilland Tiger Moths obtained before the war. These Chipmunks were followed into service by 66 machines constructed by OGMA (Oficinas Gerais de Material Aeronautico) from 1955. More than 30 of these planes were still serviceable in 1982 at which time they served with the training component of Base Aerea 2 located at Ota.

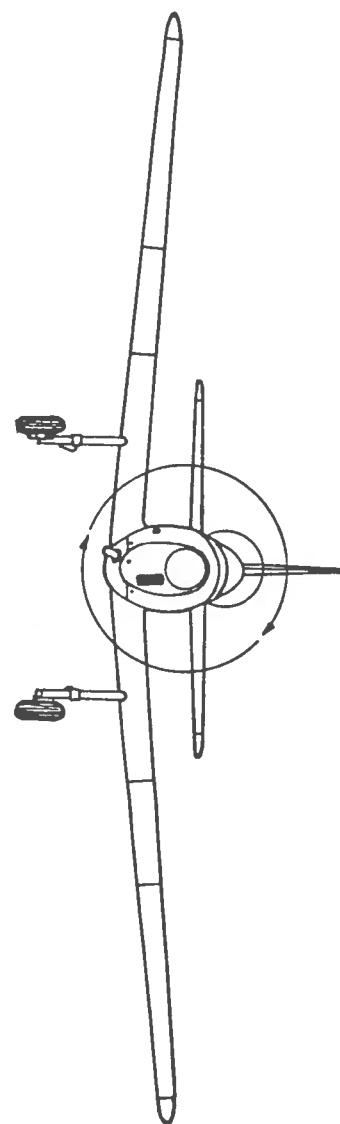
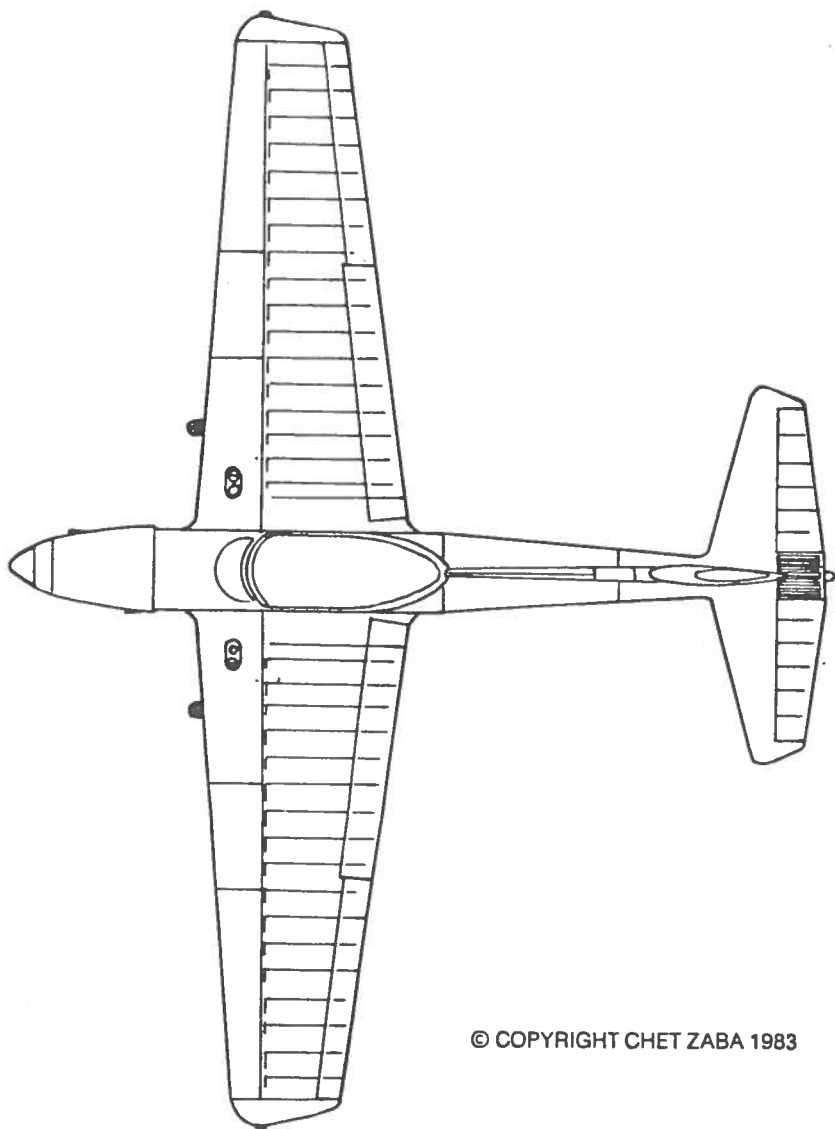
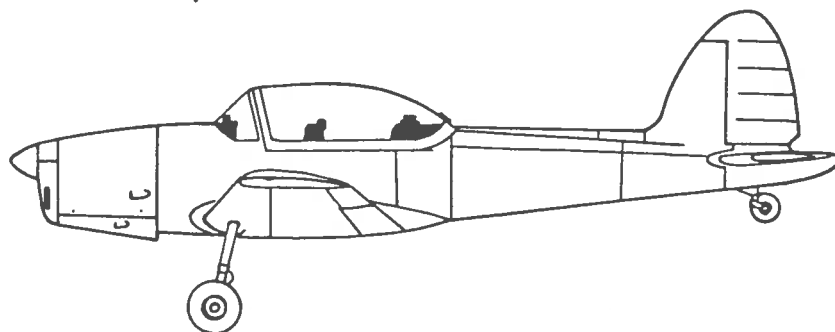
SRI LANKA: Formed in a hanger loaned from the Royal Air Force at Negombo (now known as Katunayake) in October 1951, the Royal Ceylon Air Force counted 12 Chipmunks among its first operational equipment. During the early days of the service, RCAF recruits were sent to RAF Cranwell, England, for initial basic flight training, but by 1957 an efficient flight training sequence had been established within Ceylon and all flying and ground crew were subsequently trained in-house. The venerable Chipmunk has served unfalteringly with the RCAF, known as the Sri Lanka Air Force since 1971. A slow national economy precludes an early replacement for Sri Lanka's Chipmunks, but no matter, replacement parts continue to be available, the plane is easily maintained, and it is undeniably a delight to fly.

UNITED KINGDOM: Over 100 Chipmunks were manufactured in Britain, of which 735 were used by the Royal Air Force. The first machine was issued to the Oxford University Air Squadron in 1950 and the type eventually supplanted the Tiger Moth in all 17 University Air Squadrons and the Volunteer Reserve flight training schools. Although progressively replaced by the British Aerospace (Scottish Aviation Division) Bulldog during the past ten

(Continued on page 79)

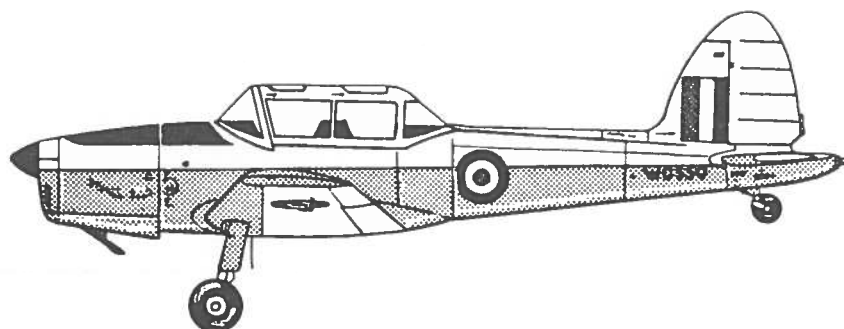
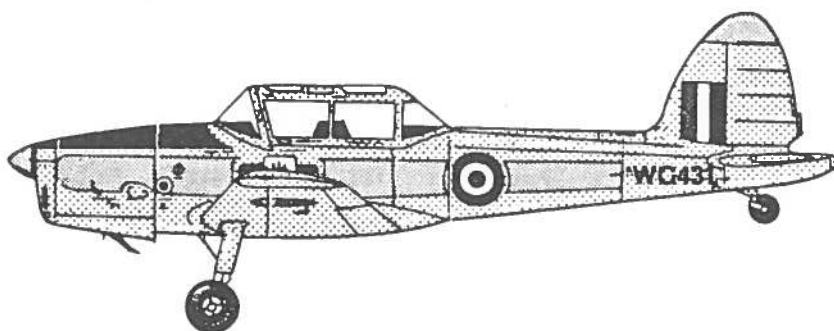
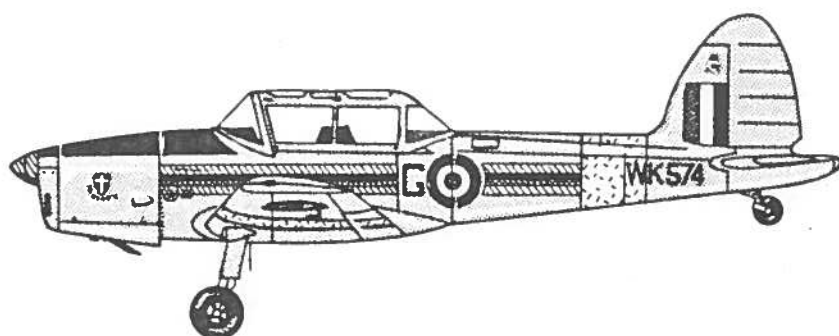
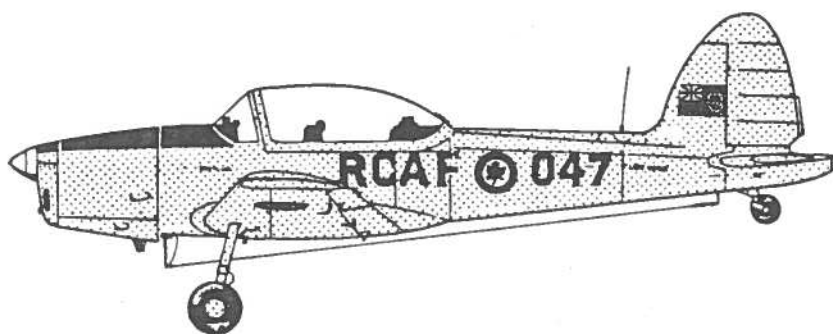
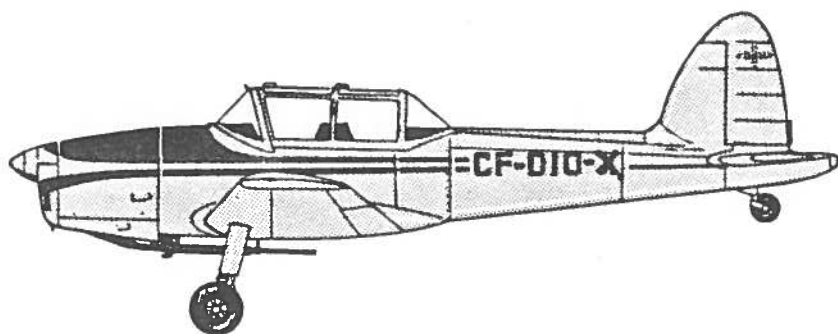
de Havilland DHC-18-2-B5 Chipmunk

1:72 scale

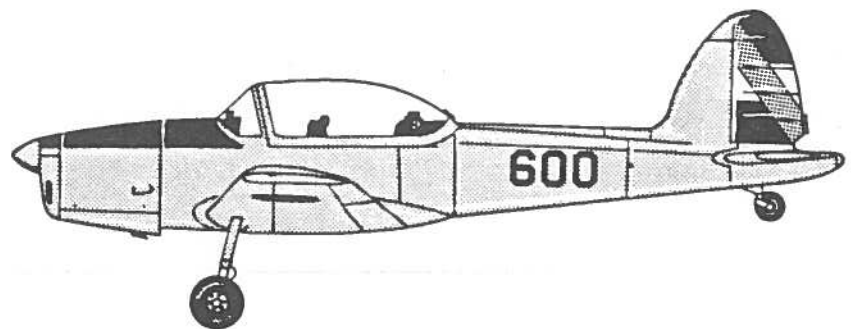
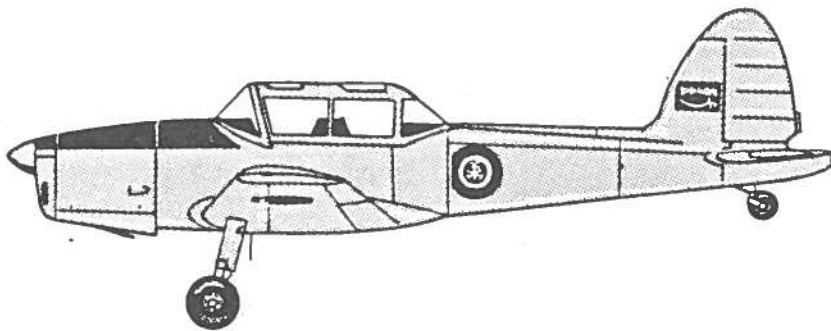
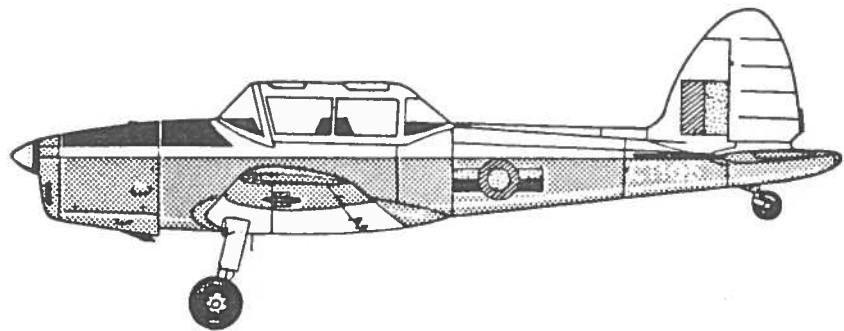
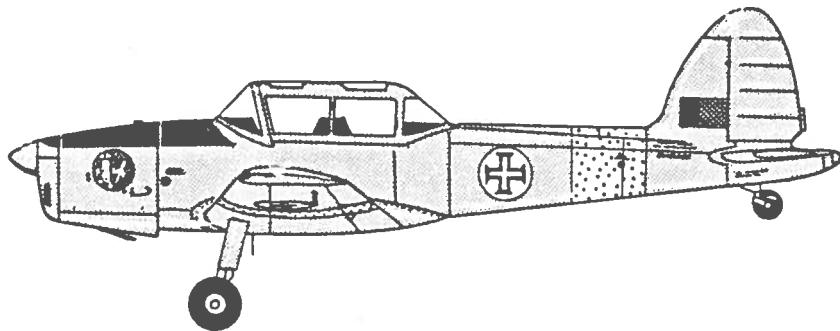
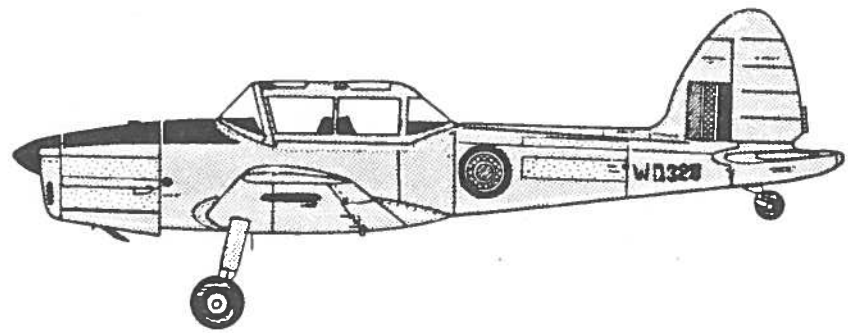


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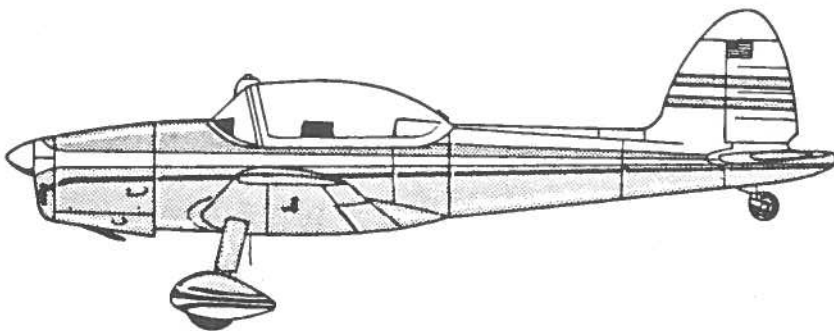
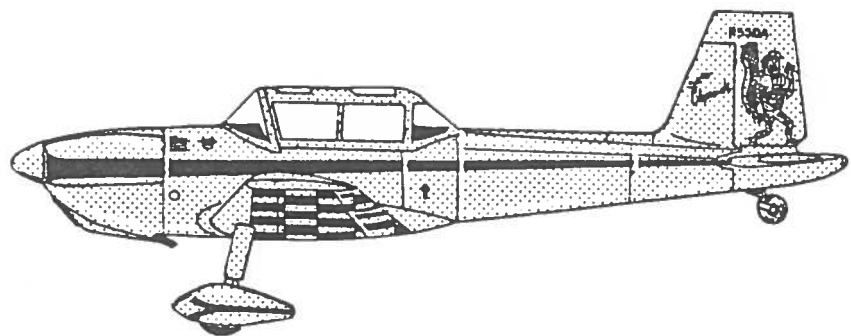
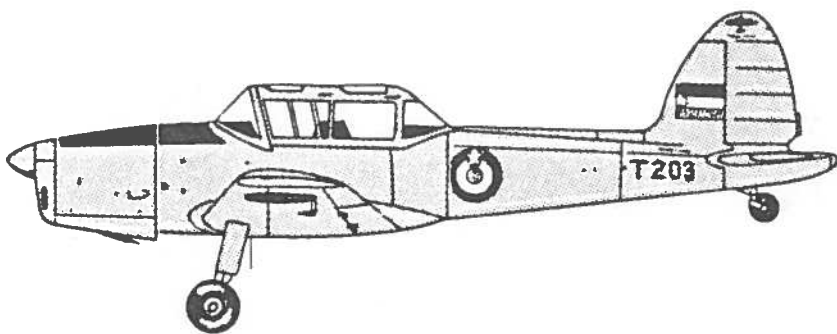
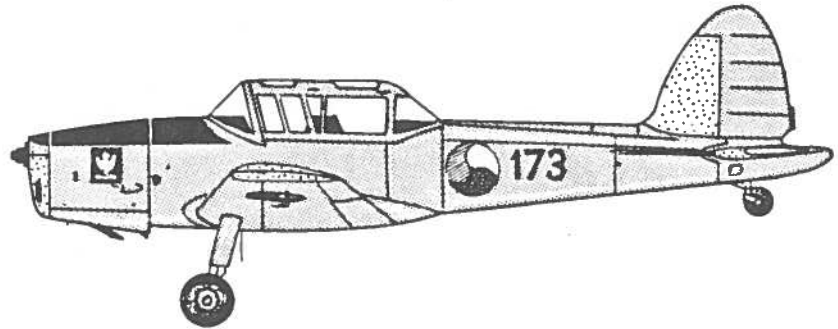
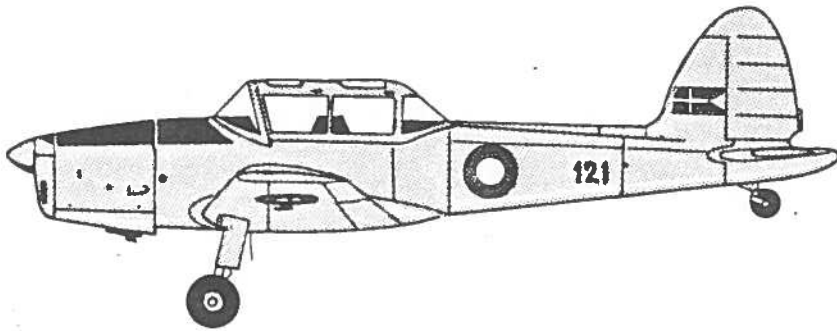




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## 7.

The following is a summary of information published in South East Air Review volume 1983, compiled by Ben Marselis  
P.O. Box 5065  
2701 GB Zoetermeer - Netherlands

Algeria:T34C 7T-WPE c/n GP-2 was seen in Dec83 as MA-64 A Mil-8 is 693/7T-WUX;

Austria:DHC2's were 3B-GA c/n 1405 ex 58-2073 w/o 28May63, 3B-GB c/n 1412/1959 ex 58-7020 to N3930B, 3B-GC c/n 1416/1960 ex 58-7021 to N39302, 3B-GD c/n 1420 ex 58-7022 w/o 28Jul67, 3B-GE c/n 1424 ex 58-7024 w/o 06Oct 65, 3B-GA previous id.unknown to N39303 in 83.

Six PC-7's were ordered: 3H-FA c/n 412 test regn.HB-HCG, 3H-FB c/n 413 HB-HCH plus four others;

Bangladesh:an F6 was w/o 06Jul83 near Dacca;

Belgium:Finally, Hunters F.4 ID1 to ID64 were listed in the November issue. ID101 to ID148 will follow in 84;

Bolivia:The complete survey as given in 82 was updated in 83;

Brazil:Embraer AT26's are as follows:serials 4460 to 4627 are 168 a/c for the FAB.4460 c/n 172/6403 ex It.AF IM54290,I-FAZE,I-IVAN. 4461 is ex I-IVAO or I-IVAP.4532 is c/n 74071314 (=71st a/c,built in 74,meaning of 314 not yet known), 4544 c/n 75083326,4588 to Argentine Navy,4621 prob.c/n79160403 which c/n went to Paraguay. Presumably, all other c/n's run in sequence;

Chile:Canberra PR.7's received in Oct82 are 341 ex RAF XH166, 342 ex XH167, 343 ex XH173. One was w/o 25May83. Hunters received in 82 were 739 to 750 ex RAF(in order) XE546, XE582, XF376, XF446, XJ686, XJ688, XK137, XK138, XF445, XG291, XG687, XK141. 742 was w/o 20May82;

Djibouti:the A.F.has AS.355F J2-MAF and J2-MAG(c/n 5270 ex F-WZKI), Alouette 2 75/AB c/n 1141 ex FAF dd.79, Noratlas 183/AC c/n 183 ex FAF left over from a total of 5 a/c in use;

Dominican Rep.:has Bell1205A 3018 and 3019 plus 7 or 8 ex US Army UH-1's incl.3023 and 3025;

Ecuador:A complete survey is given in Jan83;

Egypt:Some serials have come to light. MIG17F 2034, 2110, 2115. F6 3802,3808,3872,3878 and FT6 3954.

MIG21MF 8312,8454,8610,8611,8652,8691,8692. MIG21RF 8506. MIG21-F13 5843. MIG21UTI 5654,5642.

The F4E's still soldier on;

Finland:MIG21bis are MG111 to MG140, earlier MB-serials were re-serialised. DK200 is an additional J35;

Gabon:Mirages were 401 to 403 (5G), 301 and 302 (5RG, possibly not delivered) and 201 and 202 (5DG), of which only 2 5G's and 1 5DG survive. Six 5G's and 2 5DG's were ordered in 83;

Greece:Grumman Ag-Cat are (c/n=s/n) 1221,1223,1240,1242, 1258,1260,1265,1269,1279,1280,1534,1547,1548,1549,1568, 1569,1570,1585,1586,1587,1604,1605 and 1606.

F5A's del. ex IIAF were 67-21217,67-22550,68-9047, 68-9064,68-9065,68-9068,69-7091,69-7095 and 69-7105;

Iran:F14A's seen mid-83 were 3-6051, 3-6064, 3-863 and "3-1101". Bell 214A were 6-4651 to 6-4937 c/n 27004 to 27290 and 2-6003 to 2-6008 c/n 27291 to 27296. Bell1214C were 4-9420 to 4-9460? c/n 17201 to 17239;

Iraq:Super Etendards delivered were 65 to 69 ex FN;

Jordan:AN12's 351 to 353 were seen in HongKong in 83.

They are thought to be Iraqi AF a/c in RJAF colors used for collecting spare parts in North Korea/PRC;

Kuwait:The F1's are FICK 701 to 718 (709 w/o, 713 and 716 also believed w/o) plus FIBK's 771 and 772, one of which was w/o 07Aug83. 12 plus 12 more F1's are on order.

L100 KAF318 was regd.to N4174M. The remaining Hunters were put into storage;

Lebanon:At least 6 Hunters saw service in Sept83,one was L284 (ex L184).The Gazelles are L801 to L804;

Malaysia:The 2 F5B's were delivered to Thailand. The new serial system is as follows:

M20-01 to M20-?? Alouette 3, M21-01 to M21-18 DHC4A, M22-01 to M22-11 CT141, M23-01 to M23-42 S61, M24-01 to

M24-02 HS.125, M25-01 to M25-13 Bulldog, M26-01 to M26-07 Bell47C, M27-01 to M27-12 Ce.402B, M28-01 to M28-02 F28, M29-01 to M29-14 F5E, M29-15 to M29-18 F5F, M29-19 to M29-20 RF5E, M30-01 to M30-09 C130H, M31-01 to M31-02 Challenger, M32-01 to M32-?? A4, M33-01 to M33-44 PC7 and M34-01 to M34-12 MB339A;

Mexico:HUI6's include MP101, MP103, MP105, MP106, MP201 to MP203, MP301 and MP303 to MP306, MP309, MP401 to MP405. 12 previous identities are known, no tie-ups yet;

Nat.China:the CNAF received all remaining WGAF (T)F104G's from Luke AFB, USA;

Nepal:Current strength is RAN14 Skyvan (c/n SH1894), RAN15 Skyvan (c/n 1898), RAN16 Hal Chetak (c/n AH97), RAN17 Hal Chetak, RAN18 Puma (c/n 1349?), RAN19 Skyvan (c/n 1884), RAN20 HS748 (c/n 1698);

Oman:Jaguars are T.2 200 ex IAF J1001/RAF XX138, B's 201, 203,213,214 and Jaguar S's 202, 204 to 212, 215 to 224;

Peru:a review is given in March 83;

Philippines:HUI6 are/were a.o. USN137906, USN137922, USCG 6327, USAF 48-605, "689", USAF 48-607, USAF 51-473, USAF 51-7151, USAF 51-7184, USAF 51-0019 and "7248";

Qatar:F1's are 12 F1EDA and 2 F1DDA. QA72/b and QA71/c were seen. Gazelle QA3 (c/n 1922) and QA4 (c/n 1931) were del. in 83;

Saudi Arabia:The F15C are 80-0062 to 80-0106 and F15D's 80-0107 to 80-0110. One was w/o 25Aug82. Known T28's are 91668, 91681, 91712, 17723, 91631, 91713, 91690 all of which are dumped;

South Korea:F4D's w/o are 64-0933, 64-0950, 64-0955,

65-0663, 65-0709, 65-0715 which was w/o 25Sep78;

Thailand:IAI Arava's delivered were 40456 c/n 0056 ex 4X-ICC, 40457 c/n 0057 ex 4X-ICD and 40458 c/n 0058 ex 4X-ICE;

Turkey:ex Norw.AF F5A's delivered were 64-13368, 65-10562 65-10576, 65-10578, 65-10579, 65-10580, 66-9211, 66-9224, 66-9229, 67-21156, 67-21165. Fifteen 'new' F4E's ex- USAF are 60293, 60312, 60373, 60374, 70215, 70222, 70227, 70242, 70251, 70259, 70262, 70304, 70336, 70338, 80307; UAR:Dubai ordered 6 SF260TP's, two of which were 401 and 402. ADAF B0105S P790 was w/o 22Nov83. ADAF C130 312 c/n 4961 was del. in Apr83. 12 Mirage 2000EAD, 3 2000RAD and 3 2000DAD are on order;

Uruguay:A review is given in Apr83.Ce.185 are 750 to 759. Ce.185 750 to 757 are c/n (in order)185-0923, 0936, 0937, 0938, 0939, 1020, 1022, 1026 ex resp. 65-10852, 12734 to 12737, 66-8033 to 8035;

Zimbabwe:the 6 CASA 212 are c/n 288, 293, 295, 300, 335, 346.

## De Vliegende Hollander 1983:

Jan:BW photo Dutch AF C47 X8. Color photo LARAF F.1 408;

Feb:BW photos C47 RI-001, T6 B416, MIG21 2164/f all AURI museum in Jakarta,color photos F16A J251 and AURI P51D F347;

Mar:color photo S.11 E36/PH-ACG;

Apr:color photos of NF5B K4011 and Yugo AF CL.215 "225";

May:color photo of Alouette 3 A275 Dutch Army;

Jun:BW photo of ROKAF F5F 80782. Color photos of NF5A K3021 in demo c/s, Alouette 3 Grasshoppers team, T6/D21 "241", formation (R/T)F104G D8273,D6670,D8084,D5805,

Meteor F8 3W3 Dutch AF;

Jul/Aug:color photo of NF5B K4029 in new c/s and F16A J252 with red tail "40 years 322 sqn.";

Sep:color photo of HS437/G17-4 Wasp of Indon.Navy and a superb photo of F16A J250;

Oct:nothing of SAFO interest;

Nov:nothing of SAFO interest;

Dec:color photo of WGAF TF104G "Boelcke" (blue scheme overall for 25th anniversary of JBG.31) and Dutch AF NF5B K4002 with JBG.35 markings.

Compiled by Ben Marselis



# AVIACION NAVAL ARGENTINA SUPER ETENDARD MARKINGS

Unit Insignia: The 2a Escuadrilla Aeronaval de Caza y Ataque of Argentina's Comando de Aviacion Naval (COAN) uses a colorful insignia which is carried on their Super Etendards. The 35-cm (14-inch) diameter insignia represents a sparrow hawk holding a club in a threatening attitude. Because of its deep green color, 2a Escuadrilla pilots affectionately refer to the sparrow hawk as "La Lora" ("The Parrot" - female). It is carried only on the port side of the aircraft. The colors of this insignia along with their approximate FS-595a equivalents are as follows. Background: white (FS 37875). Outline: red (FS 31302). Head: orange (slightly brownish - darker than FS 32473). Body: green (FS 34090). Shoes: black (FS 37038) with yellow (FS 33655) buckles. Beak: yellow (FS 33655). Gloves: medium brown (FS 30252). Club: greyish brown (approximately FS 30118) with a black pin. Legs: white (FS 37875). Despite its vivid colors, this insignia was not overpainted during operations in the South Atlantic.

Ship-Kill Markings: When the Argentine Navy's Super Etendard entered into action in the South Atlantic conflict with remarkable success, it became obvious that a distinctive and unique style of ship-kill marking had to

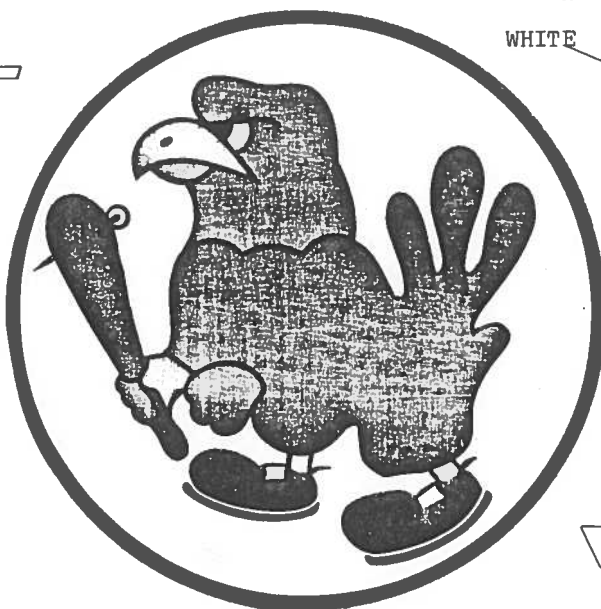
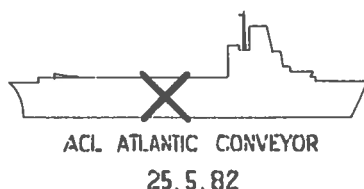
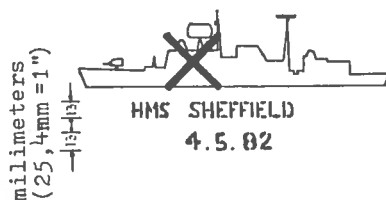
be developed for use on these 2a Escuadrilla strike fighters. By this time, Fureza Aerea Argentina aircraft already bore ship-kill markings, but the quality of these was terrible. Besides, the Super Etendards wear a beautiful color scheme, the paint surface (applied by AMD technicians) being of a superb quality. Therefore, it was clear that the ship-kill markings to be added had to be of far better quality than those applied to FAA aircraft. Three Super Etendards carry ship-kill markings: (1) 0752/3-A-202 carries two ship-kills markings: HMS Sheffield, 4.5.82 (sunk) and HMS Invincible, 30.5.82 (damaged). (2) 0753/3-A-203 also carries two ship-kill markings: HMS Sheffield, 4.5.82 (sunk) and ACL Atlantic Conveyor, 25.5.82 (sunk). (3) 0754/3-A-204 carries one ship-kill marking: ACL Atlantic Conveyor, 25.5.82 (sunk). Each "kill" is represented with the ship silhouette in white above the date of the attack also in white, with a red line crossing the ship at 45° from left to right for a "damaged" ship, or two lines forming a cross for a "sunk" ship. These markings are carried only on the port side, immediately forward of the unit insignia.

Alejandro Milanese (SAFCH #607), Ave. Entre Rios 676-p.13 "B", 1080 Capital Federal, ARGENTINA

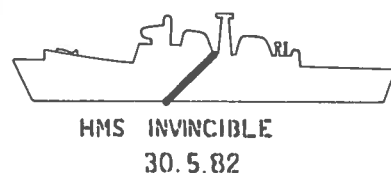
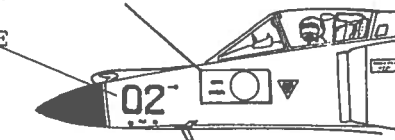
Squadron insignia kindly supplied by:

2a. Escuadrilla Aeronaval de Caza y Ataque  
ARMADA ARGENTINA

SQUADRON BADGE  
AND SHIP-KILLS



WHITE



Drawings by: Alejandro MILANESE (SAFCH # 607)

"I would like to offer my services to fellow SAFCH members interested in obtaining the following books from Argentina:

"DIOS Y LOS HALCONES describes FAA missions flown in the Malvinas conflict. About 220 pages with 35 color photos and color drawings of FAA squadron insignia. US \$6.00.

"EXOCET relates actions carried out by the Aviacion Naval Argentina during the South Atlantic conflict. 310 pages with 30 very excellent color photos and a dozen b&w photos. Line drawings of both ships and aircraft and a dozen maps detailing aircraft missions. US \$8.00.

"CRONICA DE LA HISTORIA AERONAUTICA ARGENTINA, by Antonio Biedma. A two-book set dealing with the birth and development of aeronautics in Argentina, both civil and military, up to 1945. Each book has about 300 pages and around 100 b&w photos. US \$10.00 each.

"HISTORIA DE LA AVIACION NAVAL ARGENTINA, by Rear Admiral (Contraalmirante) Pablo E. Arguindeguy. Another two-volume set which is a must for anyone interested in

Latin American aviation. Each book (10 inch by 7 inch) has about 420 pages and 200 b&w photos along with 10 color printings. (These books do not cover the South Atlantic conflict since they were published in 1980.) US \$15.00 each.

"Since these books are available in very limited quantities, I don't know for how long I'll be able to provide them. Remember that books are very heavy and postage isn't exactly cheap, so please add about 50% for registered air mail. Any excess will be credited.

"Available since last October has been a set of decals that are almost an exact copy of Microscale's 72-352 except that this sheets provide correct rescue markings for the Canberra and also the proper colors for the rescue and air intake arrows for the A-4s.

"I'll gladly help fellow SAFCH members to get other items available in Argentina, such as 1/72-scale Pucara kits by Puky, color post cards of Argentine aircraft, IA-58 Pucara "profile", magazines, etc."

Alejandro Milanese (SAFCH #607), Ave. Entre Rios 676-p.13 "B", 1080 Capital Federal, ARGENTINA

"Thanks for publishing the NEI Falcon story in SAFO #30. As things usually go (and should go), since submitting the manuscript I have received some comments from ex-NEIAF personnel and from my colleague Peter Boer. The latter is responsible for a good bit of what I write on the NEI. First, some additions received from (then Ensign) N.E. Pilgram:

"Page 40 right-hand column: The Falcon that made the heavy landing at Tjililitan was piloted by Lt C. Bos and the passenger was no less than the Group Commander, Lt Col Van Gulick. Lt Bos forgot to lower the landing gear. (Guess how he must have felt!)

"Page 41 right-hand top: The transfer to Wirasaba involved (nearly) all Falcons and was on 28 December 1941.

"Page 41 right-hand center: The move from Wirasaba to Bangsal was in the late afternoon of 22 February 1942.

"Page 44 right-hand center: Mr. Pilgram relates that the crews were especially worried about the location of the oxygen cylinders and hydraulic reservoir between pilot and observer. (Hydraulic oil and oxygen mixed make a powerful bang!) Their Falcon was hit in the hydraulic tank and the spray completely obscured their view because of the oil film on the pilot's goggles and on the canopy. Beckering finally just pushed the aircraft down in an irrigated rice paddy. Due to the suction of the heavy mud the Falcon slid to a stop and 'with super luck' the bombs did not explode.

"The risk which the Wedana (village chief) ran by sheltering the Dutch crew was not so much because of the Japanese, but because of Indonesian prisoners who had been released from the local jail with instructions to catch as many Dutchmen as possible. During the night a large crowd gathered around the Wedana's house demanding the lives of the Dutch crew. The Wedana stood in his doorway and stared the mob down for hours on end.

"Peter Boer's comments are as follows:

"Page 40 left-hand top: The 1st Verkenners Afdeling officially became 4-VLG III on 1 August 1941.

"Page 41 left-hand bottom: Lt Welter was transferred on 8 December 1941 and replaced as CO by Capt Meelhuyzen. (Not Valk, who became CO of Group VI on the same date.)

"Page 40 left-hand center: The 2nd Verkenners Afdeling was formed as an independent unit, not as part of VLG VI. The Group was formed on 8 December 1941.

"Page 40 right-hand bottom: Observer training ended on 8 December when the students were assigned to the operational Falcon units. On the same date, air-gunner training began at 2-VLG VI.

"Page 40 right-hand center: The Kali Djati flight-school Falcons were not specifically for fighter pilot training. They were advanced trainers for all students,

but served as a good selection vehicle for potential fighter pilots.

"Page 44 right-hand bottom: Wrong addition, not 20-21 but 25-26 Falcons remained. It appears that only flight school aircraft were destroyed. Capt Valk assembled the operational Falcons for surrender to the Japanese. This apparently was the result of two separate orders. One, on 1 March, ordered the demolition of all training aircraft. The other, issued on 8 March as part of the surrender terms, required that equipment not be destroyed.

"Now, concerning the Hawk P-6 drawings. First, the drawings show a totally incorrect shape of the lower nose/radiator area. It's a nice Curtiss nose, but not the one on the Dutch P-6! This should be obvious to anyone looking at the references. (See also the article in Air Combat March 1976 for details on the P-6's service in the Indies.) I am enclosing a corrected side view herewith.

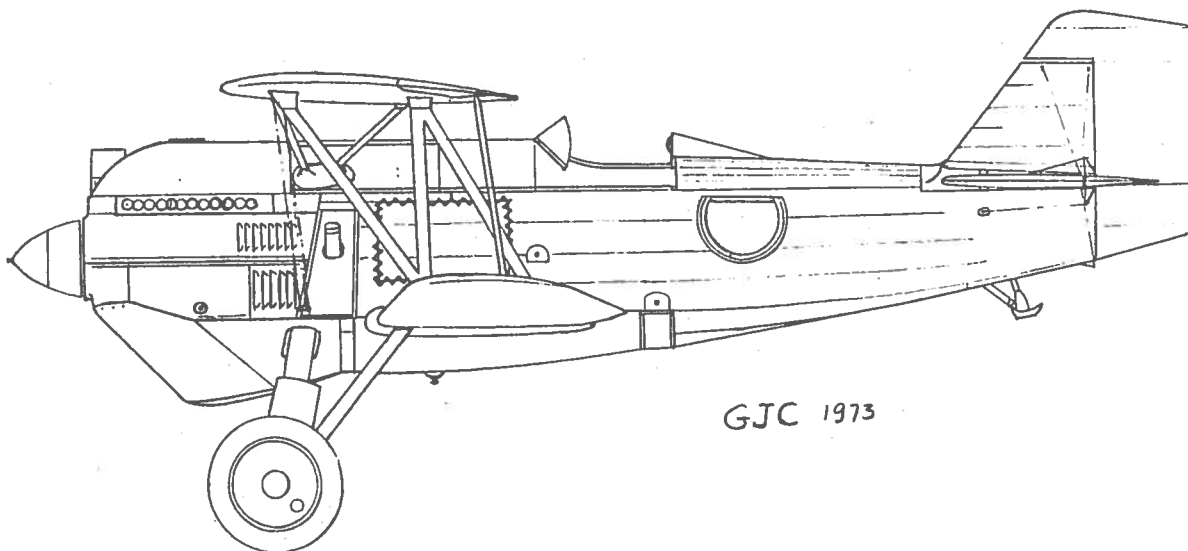
"The H-1 number on the prototype Avirolanda P-6 Hawk was most likely a test flight number, as introduced in Holland around 1931. Examples include Koolhoven 'Z', Fokker 'X', and De Schelde 'Y'. The H-1 number was obviously applied with waterpaint, since some photos show it half washed out.

"The color scheme was, as best as I can determine, the same green-brown that was specified for the NEIAF's Fokker D-VIIs. It is certain that the top of the upper wing was aluminum paint (not yellow), as was the top of the horizontal stabilizers. Aluminum paint was used to help prevent deterioration of the fabric under tropical conditions. This was standard on all NEIAF aircraft from approximately 1928 onwards.

"Initially, the P-6's had large C-numbers on the fuselage; but starting in 1931 these were replaced by small serial numbers on the tail. I believe that all Avirolanda machines were delivered with small serial numbers. Usually, the small serials were associated with the aft-positioned insignia. 'C-313' (whose photo was first published in October 1931) was obviously a hybrid; most likely the roundel was only repositioned when the aircraft was re-covered with fabric. (Ever tried to paint over red with cellulose dope - it doesn't work)

"The stripes (chevrons) on the fuselage were flight designators. They consisted of one, two, or three stripes in three colors; white, blue, and most likely, red (possibly orange, hard to judge from black & white photos) for three flights of three aircraft each.

Gerard J. Casius (SAFCH #649), 91 N. Main St., Cedarville, NJ 08311



"The assertion made in SAFO #30 that a Dutch Dornier Do-24K sank the Japanese destroyer Shinonome on 17 December 1941 is open to dispute. There are several discrepancies in published sources concerning this vessel's loss.

"Dutch aircraft are credited in Vol. 1 of the official British history 'The War Against Japan', but the date is given as 19 December. Dutch aircraft are also credited in the Macdonald Pocket Pictorial Vol. 2 'Japanese Aircraft Carriers and Destroyers', a translation of a Japanese-language monograph that gives the date as 18 December.

"Against these, however, are several reliable reference sources that state the loss was caused by a mine on 18 December. These include the Watts-Gordon 'The Imperial Japanese Navy', the earlier Watts book 'Japanese Warships of World War II', the JentschuraJung-Mickel 'Warships of the Imperial Japanese Navy 1869-1945', a chronology of Japanese warship losses in Pacific War Review #5. and Tameichi Hara's book 'Japanese Destroyer Captain'.

"The latest volume noting the Shinonome's loss, Paul S. Dull's 'A Battle History of the Japanese Navy', gives the cause as 'a mysterious explosion' on 17 December, cites the above-mentioned discrepancies in cause and date, and omits the ship from a list of Japanese warship losses.

"Volume 1 of Hugo Hooftman's 'Van Farman tot Neptune' tells of an attack on Japanese shipping by X-32 on 17 December but does not mention the Shinonome. The incident is completely ignored in the Dutch government's publication '50 Jaar Marineluchtvaartdienst'.

"I would be interested in any information that might clear up this confusion."

R.D. Layman (SAFCH #619), 50 Mohawk Ave., Corte Madera, CA 94925

(Editor's note: A worthy puzzle and one that deserves comments from our Dutch and Japanese readers. In the meantime, I would like to quote from "Verkenne en Bewaken - Dornier Do 24K Vliegboten van de Marineluchtvaartdienst" by Geldhof and published by Viltgave Afdeling Maritieme Historie, Ministerie van Defensie, 's-Gravenhagen in 1979. "After the Japanese had put their troops ashore near Miri in British North Borneo during the afternoon of 16 December 1941, GVT 7 was given orders by CZM (Chief of Naval Operations) Netherlands Indies to attack the Japanese naval forces with bombs. At dawn the next day, the squadron took off - without fighter protection, as usual - from Tarakan and came into contact with a Japanese convoy of three ships approximately 20 nautical miles northeast of Miri. X-32 dropped five of her six 200-kg bombs on a destroyer. Two of these bombs hit the ship's torpedo tubes. The explosion that followed caused the ship, which had a speed of approximately 30 knots, to stop immediately and sink within five minutes. According to Japanese records, which became known after the war, the destroyer Shinonome of the Fubuki class (1700 tons) was sunk during this air strike. According to the same records, there were no survivors. X-33 attacked a merchant ship with four 200-kg bombs without achieving any results." This is a pretty detailed account to be a 'mistake' and it appears that someone, either the Dutch or the Japanese have tried to rewrite history.)

[Editor's note: In reply to his question about the USAF serials for Latin American F-80, I sent David McLaren the following list compiled from John Andrede's "Latin-American Military Aviation". Brazil: no tie-ins; Chile: 340 (49-454), 341 (47-542), 342 (49-787); Columbia: 2058 (47-215); Ecuador: TF-184 (47-184), TF-394 (48-394); TF-769 (49-769), TF-808 (49-1808), TF-809 (49-1809), TF-810 (49-1810), TF-851 (49-851), TF-867 (49-867), TF-872 (49-1872), TF-884 (49-884); Peru: no tie-ins; Uruguay: 210 (47-202), 218 (49-432). David's reply follows.]

"I talked with Bob Esposito, who is the F-80 expert,

and he sent along the following corrections. Chile: 47-542 should be 49-542; Ecuador: "TF" buzz number probably should be "FT", 49-184 and 49-769 are not Ecuador but Columbia, 49-1808 should not be Ecuador, 49-1809 cannot be Ecuador as it was lost in Korea, 49-884 should be 48-884.

"On page 109 of SAFO #27, the 'Indian Chief' insignia carried on the Mexican Torjan is identical to that used by the 169th Fighter Bomber Squadron, Illinois Air National Guard. The 196th flew T-28As that were obtained from storage at Scott AFB, IL, in 1956. They replaced F-51a while the runway at Peoria was being lengthened to accommodate F-84Fs. I suspect that the aircraft in question went to Mexico from the 169th, and that the insignia was simply not removed. (This insignia is a rather 'neat' one, being designed by Walt Disney Studios.)

"I read with interest the story of the Embryo Indonesian Air Force in SAFO #30 and thought you might be interested in the serial numbers of the Mustangs transferred to the NEI in 1945. I suspect that I also have the serial numbers of the P-51s transferred to the NEI in the 1950s, but I haven't attempted to pick them out yet. Are you are interested? (Editor's note: Is the Pope Polish?)

"44-12749 through 44-127758 (d/d 3-45); 44-13040 through 44-13049 (d/d 4-45; 44-13045 apparently delayed); 44-84469 through 44-84478 (d/d 6-45); 44-84793 and 44-84794 (d/d 6-45); 44-84796 through 44-84803 (d/d 6/45).

"Three additional F-51s were allotted to the Netherlands, but it is unknown whether they actually went to the NEI or remained in Europe. The transfer code indicates #51, whereas the NEI transfer code was #52: 44-12125, 12149, & 72770 (d/d 12-46)."

"Does anyone have knowledge of P-61 Black Widows in South or Central America? These would have come from the 319th Fighter Squadron at Rio Hato, Panama, after they converted to F-82s.

"Are any photos or information available of F-51s and RF-51s on Formosa in the late 1940s or mid 1950s? Some 90 Mustangs were supplied to Nationalist China after WWII and surely several were taken to Formosa during the retreat from the mainland. Several additional Mustangs, mostly RF-51s, were supplied to Nationalist China by the USAF after the Korean War. I have serial numbers, but no photos.

"I would like to borrow or purchase negatives or slides of F-51Hs and F-82s for ongoing projects. Also, anything dealing with aviation during the Korean War would be appreciated.

David R. McLaren (SAFCH #676), 2055 Sapphire Laner, Aurora, IL 60506

"Concerning the aircraft at the Venezuelan Air Force museum, I would like to respond to two comments made in SAFO #29:

"In reply to Daniel Hagedorn, the Ryan Flamingo currently on display at the museum is indeed a replica; something that is noticable when you get up close to the aircraft. The original G2 Flamingo No. 11 s/n NC9487 was displayed at the museum for the 50th anniversary of the Air Force, but because of internal politics it was sent to Ciudad Bolivar. It is now on display at Leonardo Ruiz Pineda park where the elements are taking their toll.

"In reply to Jean-Paul Garcia, the Udbaugh U18 autogyro was built under a license obtained from Bensen Aircraft. It was built as an exercise during the period from 1 February to 30 July 1957 at the FAV Technical Department under the direction of Ing. Eric Hans Ridman who made the first flight on 30 July. By the time the aircraft was grounded it had accumulated 178 hours of flight time."

Armando Gil (SAFCH #543), Aptdo. 19.101 Quinta Crespo, Caracas = 1014-A = D.F., VENEZUELA

"I am currently assisting Microscale Decals to bring out a series of decal sheets on aircraft of the smaller air forces. As a first step, I am doing drawings of F-5 series aircraft for the following countries: Sudan, Morocco, Indonesia, Kenya, Yemen Arab Republic, Thailand, Chile, Brazil, and Libya. These are to include the F-5A, B, E, and F.

"Enough information is on hand for Brazil, Chile, Indonesia, and Thailand to complete full four-view drawings of their aircraft. For the other countries, additional information is needed before I can complete the drawings. Any member with information that might assist in filling in the gaps noted below please contact me as soon as possible.

Sudan: I have a photo of an F-5F in a compass ghost grey scheme. This photo shows the side markings clearly, but information concerning the wing markings is needed. Are roundels carried in all four wing positions, if so in what location? Will the F-5E's be painted in compass ghost grey when they are delivered?

Monocco: I have several color photos of standard desert scheme F-5E and F-5F. Again, I am lacking information on wing markings. Also, one photos shows what appears to be a compass ghost grey F-5E. Are some Moroccan F-5 in this scheme? I have no information on earlier Moroccan F-4A/B aircraft.

Kenya: I have photos of Kenyan F-5E in compass ghost grey scheme. Information has been received that there are also some camouflaged aircraft. If so, what scheme was used for these?

Yemen Arab Republic: I have no information on these aircraft other than they are F-5E/F.

Libya: I have one photo of a Libyan F-5B in pre-revolution markings; however, it does not show the full aircraft and there is no information on wing markings.

Singapore: I have color photos of side and top views of these aircraft. Information is needed on the underside scheme since this is a "wrap-around" scheme unique to Singapore.

I hope to do other small-air-force types for Microscale. Any members with ideas, information, etc., please contact me."

Nicholas J. Waters III (SAFCH #2), 830A Kirkbride Ave., Pearl City, HI 96782

(Editor's note: Microscale's three decal sheets on Latin American T-33s were based on a reprint of an article by Nick that first appeared in the SAFO. In the process of traveling from SAFO to Microscale several errors crept into the presentation. Nick wrote to Microscale correcting these error and now we now have an opportunity to make a very important contribution. I encourage all SAFCH members with information or ideas to contact Nick.)

"Wanted, any information on the North American AT-6 Texan, Navy/Marine SNJ, or Harvard flown by any country, either military or civilian. I would appreciate the loan of drawings, photographs, slides, books, magazines, or posters. I will cover the cost of copying and postage. All material loaned will be copied and returned immediately. I am desperate for information and photographs of Texans flown by the Russian Air Force during WWII, and for any Texans/Harvards on floats or skies.

"I am also looking for information on the 'Miller Squadron' known as the 'Skytypers'. This group belongs to the Miller Brewing Company"

Lawrence B. Stogner (SAFCH #555), 2566 14th Avenue West #2, Seattle, WA 98119

"Is there anyone out there who can provide information on the army and naval air forces of Yugoslavia and Thailand for the period from 1935 to 1945."

Michel Ledet (SAFCH #602), 124 rue de St Omer, 62222 St Martin les Boulogne, FRANCE

"In the book OPERATION PUMA by Eduardo Ferrer, there are photos of two Cuban B-26 Invaders (page 98 & 150) in a camouflage of emerald green upper surfaces and light grey lower surfaces. It is my impression that this scheme was not in use at the time of the Bay of Pigs incident and that these two photos were taken at a later date, probably in the mid '60s during the civil war in the ex-Belgian Congo. Invaders, flown during this conflict by Cuban exiles serving in the 5th Commando, did carry this camouflage scheme. AVIATION PHOTO ALBUM VOL. 1 and a back issue of SOLDIER OF FORTUNE magazine both have good photos of these B-26s along with photos of light grey and white T-28Ds also flown by the Cubans. I hope that some day a Cuban veteran will give us a book (or at least an article for SAFO) on the aerial operations in the Congo that is as good as OPERATION PUMA.

"I recently saw ALSINO AND THE CONDOR, the first feature film of the new Nicaraguan cinema. It as a rather bad film about the Nicaraguan Revolution but we see in it the following aircraft: a Bell Iroquois chopper in light and dark olive drab camouflage with light grey lower surfaces, number '260' in black on the side of the fuselage, and no other markings except a black condor on the nose to satisfy the requirements of the script; some T-28s in Vietnam-type camouflage with no insignia or codes, but with a white stripe along the fuselage and machine-gun pods under the wings. All armored cars and AFVs are in dark olive with very small numbers in white; soldiers are in 'cammies' with olive drab helmets similar to those worn by the figures in Tamiya's M.113 kit; weapons are mostly M-16s."

Ismael Garcia Llaca (SAFCH #53), Monte Alban 600, Col. Vertiz Narvarte, 03600 D.F., MEXICO

"A have some comments on information that appeared in SAFO #29:

"The information that three RWD-13s were sold to the Yemen (page 4) rekindled my interest in this little-known air force. According to my files, aircraft used by the Yemen include:

1 Junkers F 13	1927 (crashed 1927)	
1 Junkers A 20	1927-	
1 A.A.C.1/Ju 52/3m	1948-	'YEMEN 1'
1 RWD (RWD 13?)		
C-47		
UC-64A Norseman	1949-	'YEMEN 4'
T-6		
AT-17		
Aero Commander		

"I would be very pleased if anyone could provide corrections and additions to this list. I would also like to hear for anyone who has photos of these aircraft.

"The Gibbes Sepik Ju 52/3m's (page 19) were:

VH-BUU 7256	ex SE-BUE, OH-LAN, D-AVIU
VH-BUV 7493	ex SE-BUD, OH-LOA, D-AXVA
VH-BUW 641375	ex SE-AYB, OY-DFU, ?

"The c/n for the 6 Avenska Aero HE 4 floatplanes sold to Latvia (page 25) were 30-31 (1926) and 40-43 (1927). Known s/n are: 10, 19, 20, and 21."

Lennart Andersson (SAFCH #68) Liljeg. 9A, S-753 24 Uppsala, SWEDEN

PAKISTANI MiG-19 (Continued from page 68)

10) 9622 - Late model aircraft in overall gloss light grey (FS 26595) with natural-metal tanks, black stencil-style codes, red turbine bands and flap outlines. No 14 Squadron (OCU) insignia appears to be a hand brandishing a scimitar in black on a red-outlined white disc. Red nose panel fasteners forward of the windscreen.

NB: FS 595a references are approximate.

Bill Devins (SAFCH #557), 55 Smull Ave., Caldwell, NJ 07006

# THE WORLD OF JUNKERS

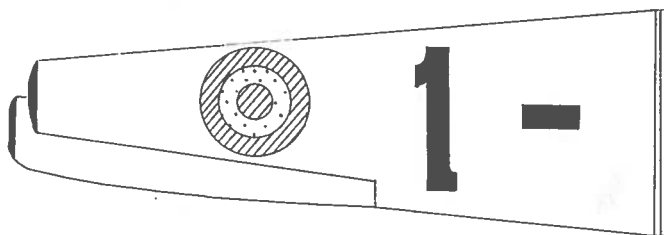
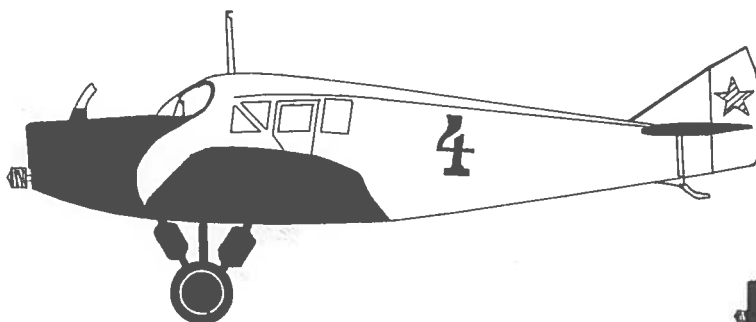
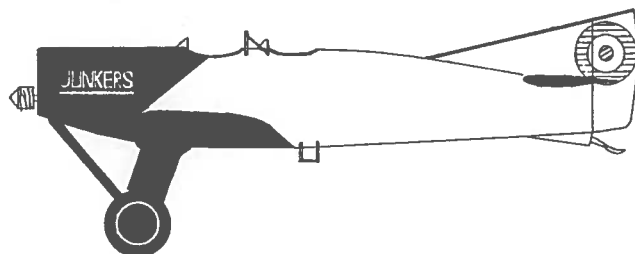
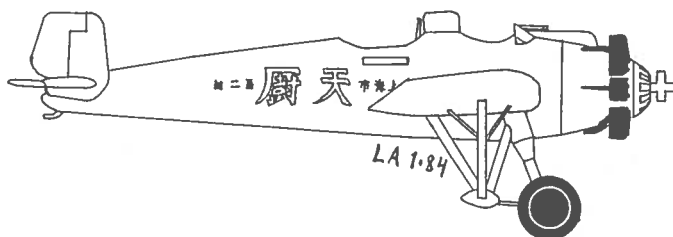
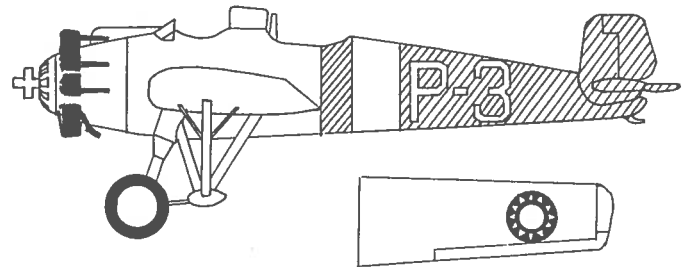
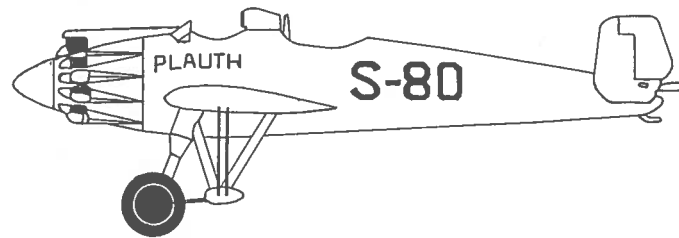
## JUNKERS K 47/A 48

The K 47 two-seat fighter aircraft were assembled and delivered by AB Flygindustri. China bought six in 1931 and probably obtained more from Dressau later. Four were delivered to the German Lipetz base in the Soviet Union. The "civil" A 48 was used as a trainer and trail aircraft in Germany and at Lipetz. A total of about 23 was completed in Sweden and Germany.

1. K 47 S-80 "Plauth". Prototype used as a demonstrator by AB Flygindustri. January 1929.

2. K 47 P-3 of the Chinese air force, 1931/32. Rear of fuselage is an unknown dark color with a white band. Serial is white. Standard Chinese insignia on upper surface of the wing.

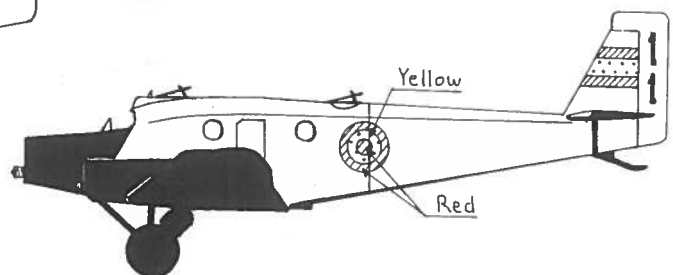
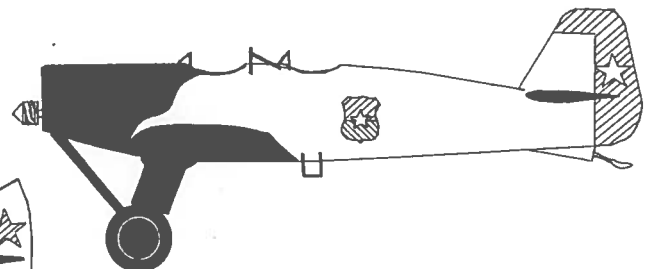
3. K 47. A Chinese aircraft is a later paint scheme. Unknown medium color overall with white Chinese characters. It appears that the national insignia is absent from the wings and that the Chinese characters are repeated there instead.



## ADDITIONS TO EARLIER ARTICLES

- A 35 of Persian air force as delivered in 1925. Roundels are (from center) red/white/green.
- F 13 "4" in Russian military service.
- A 20/35 of Chilean air force. Later repainted and numbered "J 7". Insignia is blue over red with white star. Rudder blue with white star.
- '1-1' The Spanish K.30 bomber (ex S-AABH). Based on a photo from the archives of PUCARA.

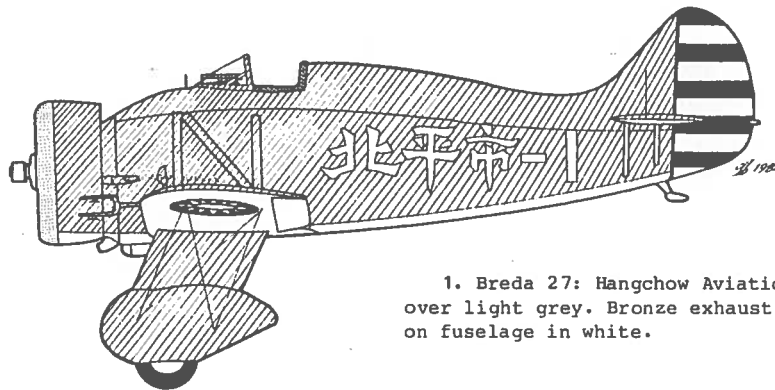
Errata to SAFO #22, page 58, Fig. 4: The K 43f/W 34f "Bolivar" was not a Bolivian but a Venezuelan aircraft. It was in service between 1930 and 1935 when it crashed.



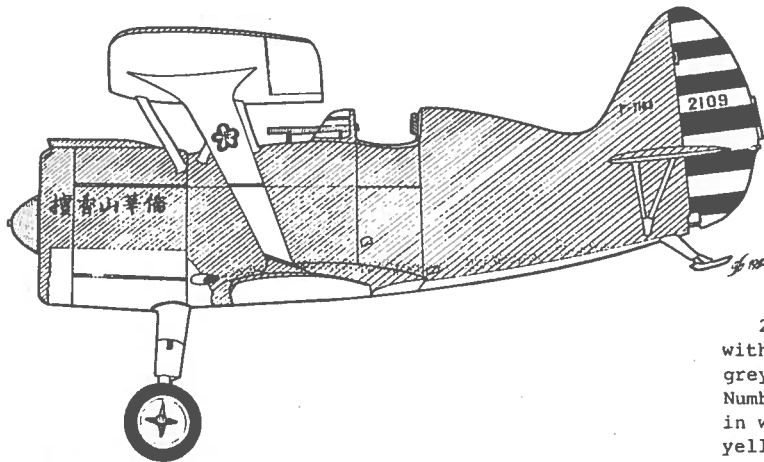
Lennart Andersson (SAFCH #68), Liljeg. 9A, S-753 24 Uppsala, SWEDEN



# AIRCRAFT OF THE NATIONALIST CHINESE

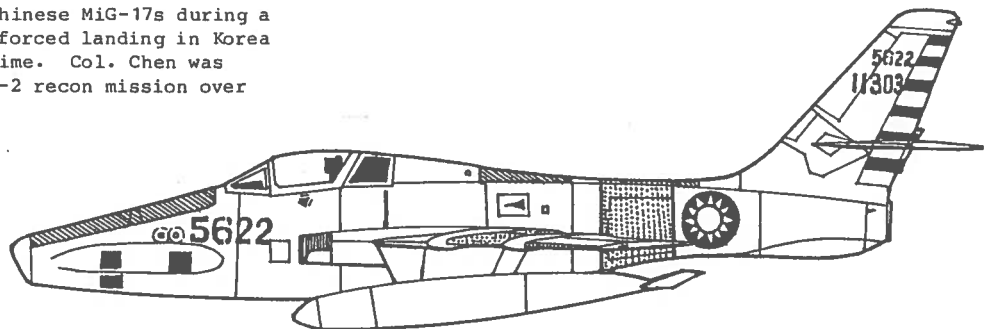


1. Breda 27: Hangchow Aviation Academy. Olive drab over light grey. Bronze exhaust collector. Inscription on fuselage in white.

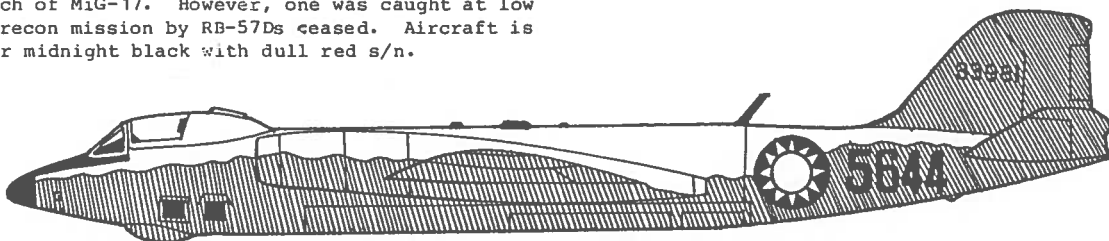


2. I-153: Flown by Col. C. S. Liu, top Chinese ace with 11 1/3 "kills". Aircraft was olive drab over light grey. Dark brown spinner. Blue/white rudder stripes. Number '2109' in black. 'P-7163' and Chinese inscription in white. Bands on wing struts are red. Plum flower is yellow with red outline & black details. National insignia only on upper surfaces of wing.

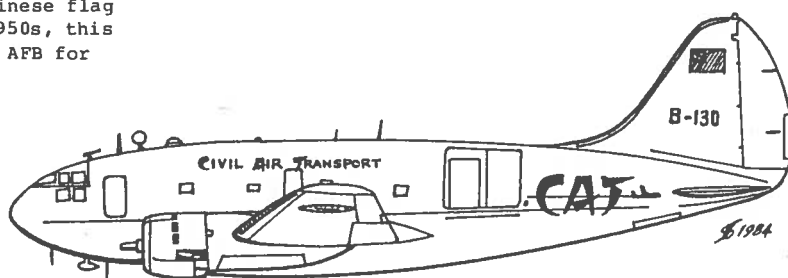
3. RF-84F based at Taoyuan AFB circa 1959. Aircraft is silver overall with the standard blue & white stripes on the rudder. Faded black anti-glare panel. Fuselage and wing bands are yellow with black trim. This aircraft may have been flown by Col. Chen Wai-Shen who was jumped by several Communist Chinese MiG-17s during a recon mission. He had to make a forced landing in Korea causing quite a big stir at the time. Col. Chen was later lost on 9/9/62 while on a U-2 recon mission over Nanking.



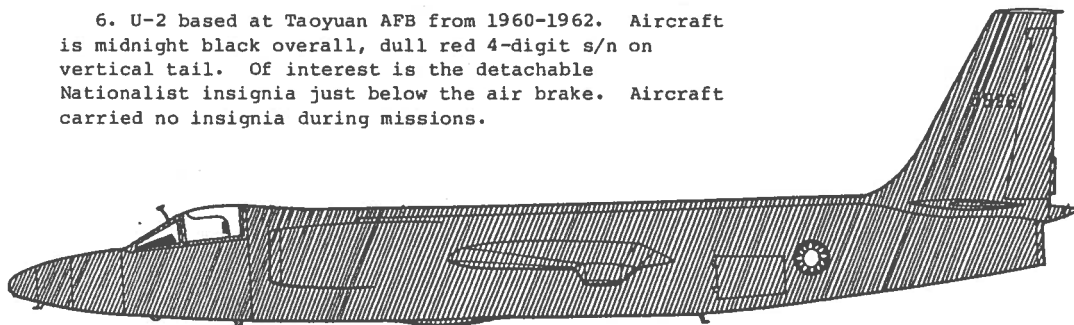
4. RB-57D. Three of these aircraft were based at Taoyuan AFB on Taiwan from 1958 to 1963. They normally flew low after take-off to avoid enemy radar, but prior to reaching the target they would rise to an altitude beyond reach of MiG-17. However, one was caught at low level and recon mission by RB-57Ds ceased. Aircraft is silver over midnight black with dull red s/n.



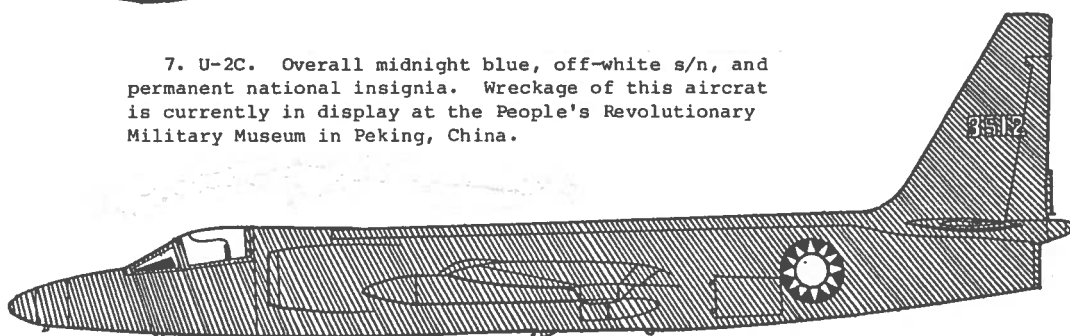
5. C-46 of the Civil Air Transport. Silver overall. All markings in black with the Nationalist Chinese flag on both sides of the vertical tail. In the 1950s, this aircraft transported Chinese pilots to Kadena AFB for flight training on the RF-57Ds.



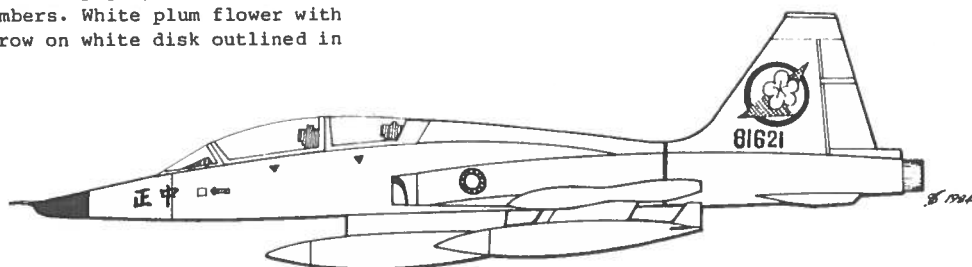
6. U-2 based at Taoyuan AFB from 1960-1962. Aircraft is midnight black overall, dull red 4-digit s/n on vertical tail. Of interest is the detachable Nationalist insignia just below the air brake. Aircraft carried no insignia during missions.



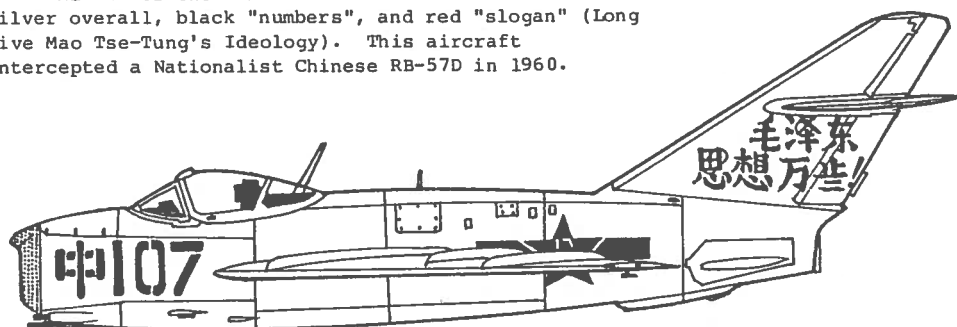
7. U-2C. Overall midnight blue, off-white s/n, and permanent national insignia. Wreckage of this aircraft is currently in display at the People's Revolutionary Military Museum in Peking, China.



8. F-5B. Overall low-visibility grey. Black nose cone, inscription, and serial numbers. White plum flower with yellow detail over red arrow on white disk outlined in light blue.



9. MiG-17 of the Communist Chinese Naval Air Force. Silver overall, black "numbers", and red "slogan" (Long Live Mao Tse-Tung's Ideology). This aircraft intercepted a Nationalist Chinese RB-57D in 1960.



I am constantly searching for information on the CAF and would appreciate any information our readers can provide.

D.Y. Louie, P.E. (SAFCH #544), 6705 Hayhurst St., Worthington, OH 43085.

CASA C.212  
CHAD AIR FORCE

In an effort to reinforce the air transport potential of the FANT (previously composed of two DC-4 and two DC-3), the French government purchased a Spanish-built

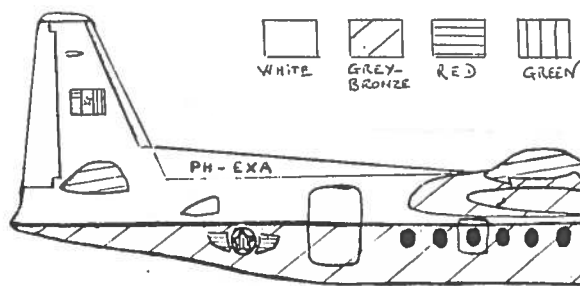


Rudder and roundel:  
insignia blue (forward),  
yellow, & insignia red (outer)

ARMEE DE L'AIR SENEGALAISE  
F 27 Mk 400M

This drawing is based on a photo that appears in AFRIQUE DEFENSE July 82. The aircraft still carries its Dutch registration PH-EXA. Appearing on the same photo is PH-EXB in the identical color scheme. Unfortunately, nothing is said about the application of any Senegalese registration. According to the caption, it seems quite possible that both aircraft may have operated, even for a short time, with the Dutch registration.

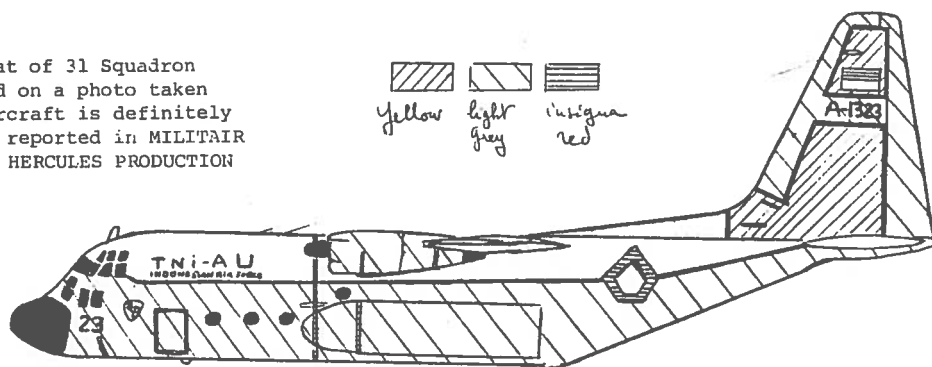
The fuselage insignia consists of a green star on a yellow field with red "wings". The flag on the tail consists of a green star on a yellow field flanked by red on the left and green on the right.



INDONESIAN AIR FORCE  
C-130B

The badge under the cockpit is that of 31 Squadron (see SAFO #29, p. 21). Drawing based on a photo taken at Jogjakarta in Sept. '82. This aircraft is definitely a C-130B and not a stretched H-30 as reported in MILITAIR 1982 by John Andrade and in LOCKHEED HERCULES PRODUCTION LIST by Lars Olausson.

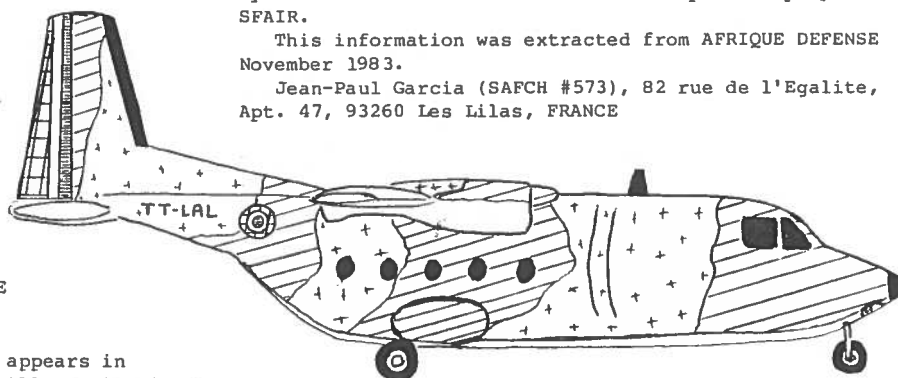
John-Paul Garcia (SAFCH #573)



CASA C.212 transport (registered TT-LAL) which was delivered on 26 July 1983. In addition, the French Ministry of Cooperation obtained a "surplus" RAAF C-103A Hercules (s/n 3208) in the USA. This aircraft is now registered TT-PAA and is presently at le Bourget where it is being up-dated (VHF, VOR, etc.). It will be operated by a civilian crew of the French transport company SFAIR.

This information was extracted from AFRIQUE DEFENSE November 1983.

Jean-Paul Garcia (SAFCH #573), 82 rue de l'Egalite,  
Apt. 47, 93260 Les Lilas, FRANCE



The same article in AFRIQUE DEFENSE gives the status of the Armee de l'Air Senegalaise at that time to be: One squadron of 4 CM-170 Fouga Magisters (5 of these were delivered; nothing is known about the 5th) based at Dakar and used for tactical support. Six C-47 (only 4 being used operationally) and 6 F-27 Mk400M Troopships which were delivered in 1980. The Troopships are based at Dakar, Trambacounda, and Ziguindior. Based at Dakar and used for 'official' purposes are one SE 210 Caravelle and one Boeing 727-200. For liaison there are 4 MH-152M Broussards and one Reims Aviation Cessna F-337 Super Skyhawk.

Jean-Paul Garcia (SAFCH #573), 82 rue de l'Egalite,  
Apt. 47, 93260 Les Lilas, FRANCE

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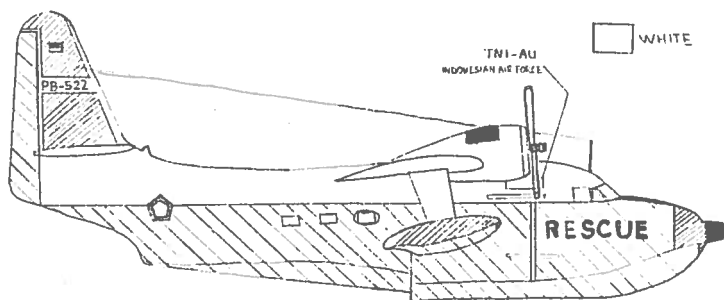
(Continued from page 73)

consists of 28 pages on glossy paper with lots of text and numerous small b&w photos of aircraft and airmen. Articles include: "America's Black Fighter Pilots in WWII (Part III)", "The Falklands Air War", "Combat over Japan, Ki.100 vs P-51", and "The 363rd Fighter Group in WWII (Part 4)". It is all very interesting reading and as you can see from the Falkland article there is the chance of occasional articles of direct small-air-force interest.

The second mentioned magazine is subtitled "A Journal

Dedicated to Flight", and the issue at hand (Winter 1983, Vol. 1, No. 1) consists of 42 pages on glossy paper almost entirely devoted to photos (about half b&w and half color) along with two pages of color side-view drawings. Articles consist of: "Thunderbolts of the 404th Fighter Group", "Camouflage & Markings Corner", "The last of the Luftwaffe" "Do 335 'Pfeil'", and "BF 109 Scrapbook". A very high-quality publication, but on the bases of the first issue recommended only for the Luftwaffe enthusiast.

INDONESIAN AIR FORCE  
GRUMMAN HU-16B ALBATROSS  
PB 522



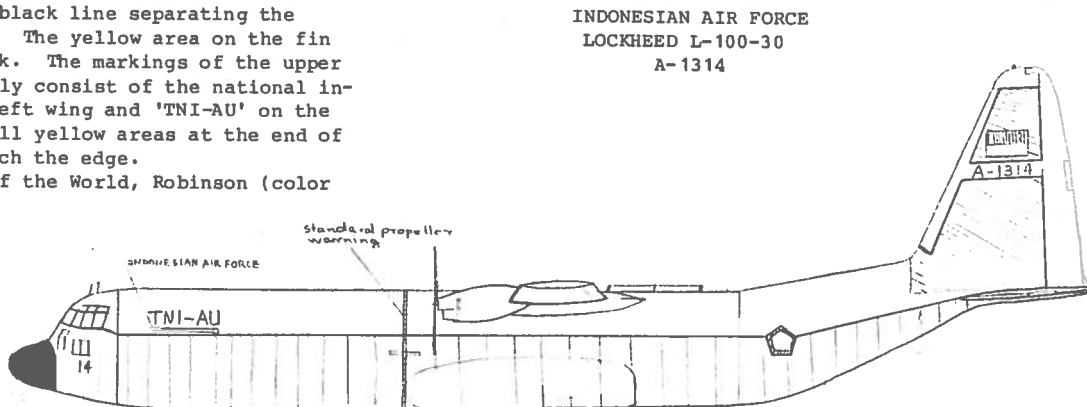
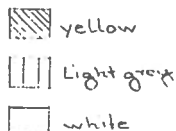
Probably the same scheme as shown for 'PB-524' in SAFO #29, but with color differences (as underlined) determined from a color photograph. Top of fuselage, fin stripe, wings, and float struts are white. Dorsal fin (except rudder), upper half of floats, nose, wing-tips, and leading edge and tips of horizontal stabilizer are orange (instead of yellow).

Reference: Color photo taken in El Paso by Gustav Hebrok.

Lutz Arndt (SAFCH #660), Heinrich-Vormbrock Str. 9d,  
4990 Lubbeckel, WEST GERMANY)

Colors as shown with a black line separating the white from the light grey. The yellow area on the fin is partly outlined in black. The markings of the upper surface of the wing probably consist of the national insignia (pentagon) on the left wing and 'TNI-AU' on the right wing. There are small yellow areas at the end of the wings which do not reach the edge.

Reference: Air Forces of the World, Robinson (color photo).



INDONESIAN AIR FORCE  
LOCKHEED L-100-30  
A-1314

AIR INTERNATIONAL

BRAZIL

Brasilia: The Capital Commuter, Vol. 25, No. 5.  
Xingu: Academician from the Amazon, Vol. 25, No. 3.

CANADA

Dashing Ahead in Commuterliners (DASH-8), Vol. 25, No. 1.

CHINA

Full of Eastern Promise. (Communist Chinese and North Korean Aircraft Museums), Vol. 25, No. 5.

FRANCE

Last of the Sixty-Threes (Potez 63.11), Vol. 25, No. 2.

A Museum in the Vines, Vol. 25, No. 4.

INDIA

The World's Fourth Largest Air Arm, Vol. 25, No. 6.

INDONESIA

Commuter with a Difference (CASA-Nurtanio CN-235), Vol. 25, No. 6.

INTERNATIONAL

International Service Markings (Honduras to Mauritania), Vol. 25, No. 1.

International Service Markings (Mexico to Zimbabwe), Vol. 25, No. 2.

ITALY

Aeritalia - A Growing Force, Vol. 25, No. 4.

KOREA, NORTH

See CHINA

RUMANIA

Balkan Belligerent (Orao/IAR 93), Vol. 25, No. 2.

SPAIN

See INDONESIA

YUGOSLAVIA

See RUMANIA.

Torr Scott (SAFCH #403), 168 59th Ave., Chomedey.

Laval PQ, H7V 2B8 CANADA

J. Caruana have combined their talents to bring to us from Malta the best-produced magazine for aviation modelers that this reviewer has ever come across. I know of no other magazine, commercial or amateur, that so successfully combines outstanding color profiles, excellent scale multiview drawings, and halftone and line side-view drawings. A summary of the issue at hand should serve to illustrate my point: "Export Gustavs" 5 pages including 2 photos and 10 halftone side views (Finnish, Swiss, Italian, Slovak, Bulgarian, Hungarian, & Croatian). "The Westland Whirlwind" 6 pages including 2 photos, 6 halftone side views, 3 color profiles, and 2 pages of scale drawings. "Vought's Short Little Ugly Fella" 8 pages including 7 photos, 3 color profiles (one of a Portuguese aircraft), and 3 pages of scale drawings (A-7A, A-7D, TA-7C, & A-7E). "The Westland Wyvern" 3 pages including 1 photo, 5 side-view line drawings, and one page of scale drawings. I've left for last an outstanding article that is only 2 pages long and contains only one photo and one color profile. This article consists of a carefully researched repudiation of the claim that the Gladiators, Faith, Hope, and Charity, that defended Malta during the first months of WWII are nothing more than "monstrous propaganda". The author first gives a history of the Gladiators on Malta and then goes on to prove that the aircraft preserved in Valletta is one of the four Gladiators that held off the Italian Air Force well into 1941.

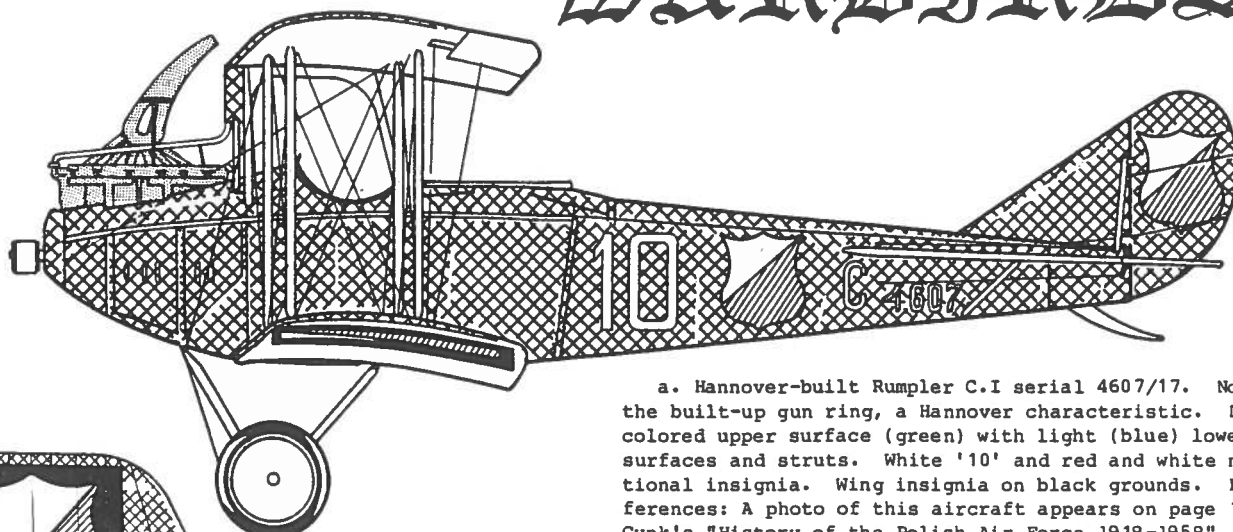
If all this wasn't enough, the editors have a "gimmick" - color cockpit interiors that can be cut out and inserted into 1/72-scale models. This issue contains 3 cockpits each for the Bf-109, Whirlwind, and Corsair II. This is to be a regular feature of all future issues.

If I had to find a fault, it would be that all of the drawings are of familiar aircraft. However, the quality of the art work, the article on the Maltese Gladiators, the cutout cockpits, and the very reasonable price combine to make this magazine an absolute must for all aircraft modelers. The subscription rate for 4 issues to the US is \$15. (\$23 if you also want the annual Special Edition.) Write to MODEL AID INTERNATIONAL, 206 Old Bakery Street, Valletta, MALTA.

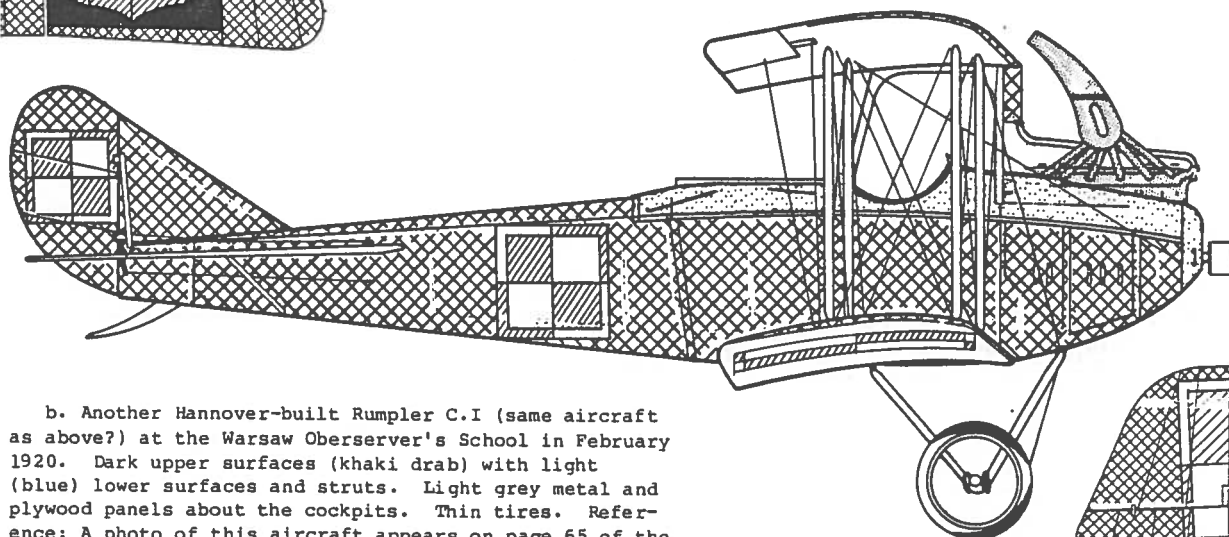
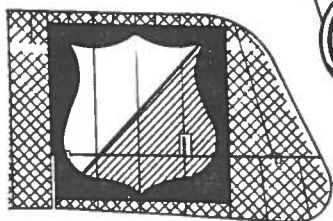
MODEL AID INTERNATIONAL, Special Edition for the 53rd Model Engineers Exhibition. (Complimentary copy included with IPMS MAGAZINE 1/84)

Managing Editor Michael Bonello and Art Editor Richard

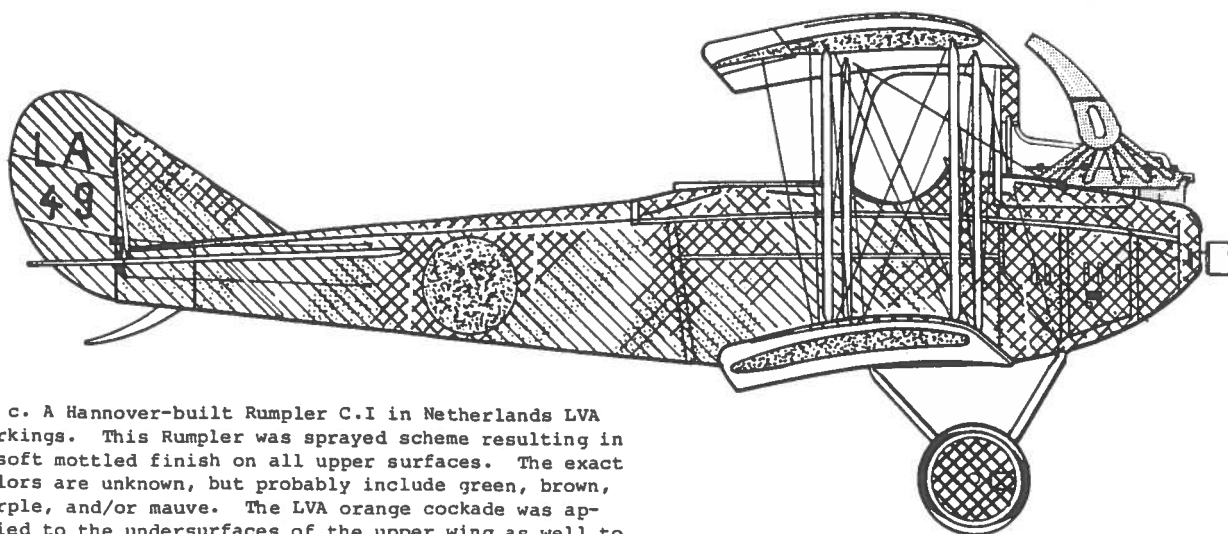
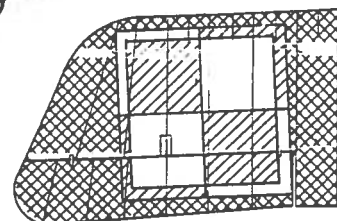
# WARBIRDS



a. Hannover-built Rumpler C.I serial 4607/17. Note the built-up gun ring, a Hannover characteristic. Dark colored upper surface (green) with light (blue) lower surfaces and struts. White '10' and red and white national insignia. Wing insignia on black grounds. References: A photo of this aircraft appears on page 18 of Cynk's "History of the Polish Air Force 1918-1958". Another photo was provided by T. Goworek.



b. Another Hannover-built Rumpler C.I (same aircraft as above?) at the Warsaw Observer's School in February 1920. Dark upper surfaces (khaki drab) with light (blue) lower surfaces and struts. Light grey metal and plywood panels about the cockpits. Thin tires. Reference: A photo of this aircraft appears on page 65 of the above mentioned book by Cynk.



c. A Hannover-built Rumpler C.I in Netherlands LVA markings. This Rumpler was sprayed scheme resulting in a soft mottled finish on all upper surfaces. The exact colors are unknown, but probably include green, brown, purple, and/or mauve. The LVA orange cockade was applied to the undersurfaces of the upper wing as well to the usual six positions. It was not possible to discern fully the black serial on the fin, but the drawing is a close approximation. If carried, the German serial (C.968/17) would have appeared in white under the tailplane.

Colin Owers, (SAFCH #261), PO Box 73, Boorowa, NSW 2586, AUSTRALIA